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KALAT – QUETTA – CHAMAN ROAD PROJECT (SECTION 2 & 4) NATIONAL HIGHWAY (N-25)

QUARTERLY PROGRESS REPORT # 02
JAN - MARCH 2015

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SUMMARY

The Kalat-Quetta-Chaman (KQC) road covering an overall 231 km of National Highway (N-25) starts near Kalat city and ends at Chaman, a border town close to Afghanistan. It traverses through five districts (Kalat, Mastung, Quetta, Pishin, and Qila Abdullah) of Balochistan Province.

National Highway Authority (NHA), Ministry of Communication and Works, Government of Pakistan (GoP) initially started widening and improvement of KQC road (N-25) in 2006 with ADB Loan No. 2019. For execution purpose, the road was divided into four sections namely; (1) Kalat - Khad Kocha section, (2) Khad Kocha – Quetta section, (3) Quetta - Jungle Piralizai section, and (4) Jungle Piralizai – Chaman section. Sections 1 and 3 (covering 120 km) were completed in 2010. The remaining sections (2 and 4) covering 111 km could only partially be completed due to worst law and order situation and subsequent expiry of ADB loan.

With an assurance of funding of US\$ 90 million by the United States Agency for International Development (USAID) in October, 2013, NHA assigned the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014 for which formal contract agreement between NHA and FWO was signed on June 02, 2014. USAID has presently allocated US\$ 63.79 million under a Project Implementation Letter signed on May 12, 2014.

At the end of reporting quarter (January- March, 2015), the status of the Project was as follow:

Khad Kocha Quetta Section - 2 (length 54 km)

The progress remained slow during the reporting period. It was due to slack season and non-payment of liabilities to the sub-contractors. The construction of some of the road components was completed by FWO. Asphaltic Concrete Base Course (ACBC) was completed up to 88% and Asphaltic Concrete for Wearing Course (ACWC) was completed up to 81%.

Culverts construction was in progress at seven locations. Physical progress on construction of Box culverts and Pipe culverts were 44% and 44% respectively. Construction of retaining walls was in progress and 96% work of retaining walls was completed. Progress achieved during the Quarter is 7.36%. Overall physical progress achieved was 76.09%. Accrued expenditure is US\$ 16.83 M until the end of the reporting quarter. Out of which US\$ 7.296 M is certified.

Jangle Piralizai Chaman Section - 4 (length 57 km)

Due to slack season, work continued intermittently on construction of some of the road components were completed by FWO almost all along the sections of the project. Asphaltic Concrete Base Course (ACBC) was completed up to 54% and Asphaltic Concrete for Wearing Course (ACWC) was completed up to 47%.

Culverts construction was in progress at five locations. Physical progress on construction of Box culverts and Pipe culverts were 40% and 79% respectively. Construction of retaining walls was also in progress at various locations and 59% works were completed. Progress achieved during the Quarter is 3.23 %. Overall physical progress achieved was 56.24%. Accrued expenditure is US\$ 23.44 M until the end of the reporting quarter. Out of which US\$ 7.764 M is certified.

COMMENTS / ISSUES / ACTIONS NEEDED

- Physical progress on the ongoing activities was greatly affected due to inclement cold weather, rains and snowfall. After slack season work has started but the Contractor has not shared the revised work plan. There is no follow up on this on part of NHA.
- Implementation of Quality Control Protocol (QCP) is the prime responsibility of the Construction Contractor (FWO), the M&E Consultants (AGES) shall perform Quality Assurance and progress monitoring to verify the levels of workmanship and quality of materials as defined in the designs/drawings and technical specifications. FWO was supposed to submit their quality control plan to provide basis for the AGES quality assurance plan. Submission of QCP is still awaited.
- NHA and FWO need to consult pavement experts on the matter of laying of new Asphalt Concrete Wearing Course (ACWC) over the existing Asphaltic Base Course (ACBC) executed earlier by the previous contractors, the riding quality appeared to be wavy. Any necessary pre-treatment / rectification measures may be adopted.
- Khojak Pass area is snow bound and the road gradient is more than 4% at various locations. The matter was discussed with NHA and FWO. FWO has stopped all other activities of road work except hill side cutting and causeways construction at Khojak Pass area on the directions of NHA. During the reporting quarter, USAID team has visited KQC road and hold meetings with all stake holders. It was decided that NHA will prioritize the additional works and justified the proposal of replacement of Flexible pavement on Khojak Pass with Rigid pavement. NHA in its letter of prioritization of additional works has omitted it. The matter was discussed in the meeting held on 12th March 2015 and it was decided that design of additional works as prioritized will be completed by FWO/EGC by end of March.
- The construction work is still in progress on 6 out of 15 causeways in Khojak pass area of Section - 4 with revised (improved) design which has been shared with AGES for review. The previous design seems to be inadequate with respect to its location / topography. AGES reviewed the drawings and shared their comments regarding stability of structure as at certain locations, NSL is passing through foundation of the Retaining walls and non provision of D/S toe protection with NHA for further necessary action. Compliance is still awaited.
- The coarse aggregates being used in sub base, base coarse and concrete are from the previously NHA approved sources of Kuchlak and Akhtar Abad. It is required that the quarry approval tests and other documents may be shared with AGES for verification and record. Compliance is still awaited.
- The locations of village ramp roads had been identified by the NHA. FWO had started the work on village ramp roads at some locations but work on earthen dowels has to be started in both sections. FWO has to start the activity at the earliest for 100% completion of earth work milestones. FWO had not followed the proper sequence of construction activities as per milestones break up. Furthermore, there is no follow up on this on part of NHA.

- The supervisory Consultants are now quite familiar/ acquainted with issues and problems of the project. Their mobility problem has been addressed upto some extent but still there are some unsupervised sites where substandard/unsupervised activities have been reported. AGES staff has been highlighting all the discrepancies/shortcomings to PD NHA and FWO on which timely actions are not being taken. PD NHA has been requested to coordinate his visits with AGES team whenever possible but due to his preoccupation ,no joint visit was conducted. PMU is established by NHA but its input is not visible apart from PD.
- It is apprehended by FWO that in order to attain finishing level of side slope in Khojak Pass quantities of cutting are likely to increase tremendously and beyond the limit i.e 6.774% specified in the Contract Agreement. PD NHA is of the view that being an EPC contract, variation in quantities is covered. FWO has not yet taken up the matter with NHA in black and white.
- R.O.W issue in a length of 1.75 Kms (from Km 111+950 to Km 113+700) is yet to be resolved in Section 4. The issue was regularly discussed in coordination meetings. According to NHA, it is military land and Ministry of Communications has taken up the issue with Ministry of Defense to resolve the matter at the earliest.
- The design / drawings of bridge at km 79+500 in section 4 had not yet been finalized and shared with AGES for review and validation as the target date committed with USAID was February 15, 2015.The issue was discussed in coordination meeting held on March, 12, 2015, in which PD NHA informed that Design Engineers from head office have visited the site and design is being prepared and expected to be completed by March, 31, 2015. The process shall be expedited by NHA as completion period for PIL 01 is December, 31, 2015.
- It was observed that brick masonry wall in between the two units of battery cell culvert at RD 68+450 & RD 68+950 will restrict the water way in section 4.It was decided to reconsider the design as per site location. Revision/improvement in design / drawings is yet to be shared by NHA.
- Profile drawings of sub-section 11 and 12 of Jangle Piralizai – Chaman road have been shared with AGES. Plan, sections, structures design and drawings are yet to be shared for review and validation. The work all along these sub-sections except 1.75 kms (from Km.111+950 to Km113+700) is in progress.
- NHA has not yet facilitated the shifting of the utilities as pointed earlier in Section 2 of the project where construction of wing wall of box culvert at Km 96+615 completed with gas line buried underneath. The matter needs early attention of NHA in order to avoid any mishap.
- Overhead transmission lines at Km 88+200,Km 88+400,Km 88+600 and Km.91+940 on Pringabad Bypass in Section 2 has clearance less than 5.1 M. Action is required by NHA.
- More than 1 M. thick lean concrete has been provided for foundation of Culverts at Km108+279, Km. 108+831and Km 109+761. AGES reviewed the drawing and shared the observation that how lean concrete can be used as a replacement to

RCC and whether thermal effects, shrinkage, impact of heavy concentrated loads and their vibration in the design are considered. NHA response in this regard is awaited.

- Rain cuts have appeared on Khojak Pass in Km 95+500 and in the embankment of the realigned portion near Sheelabagh. which may prove to be dangerous to the carriageway. The matter needs early attention of NHA in order to avoid any mishap.
- New sets of drawings incorporating the comments of M&E consultants duly approved by NHA need to be separately compiled for the Balance / Left over Works and copies has not yet been shared with stake holders for site implementation, supervision, and monitoring / verification purposes.
- Implementation /compliance on the decisions taken in coordination monthly meetings are not satisfactory. NHA has to ensure to implement the decisions for smooth execution of project.
- FWO is to ensure the availability of first aid and ambulance facilities at active sites in order to avoid any mishap.

1 PROJECT BACKGROUND

N-25 road linking the port city of Karachi with the border town of Chaman is a vital route for providing sub regional connectivity and facilitation of cross border trade between Pakistan, Afghanistan, Iran and Central Asian Republics. In March 2004, the Asian Development Bank (ADB) and the Government of Pakistan entered into a loan agreement to initiate the Balochistan Roads Development Sector Project (BRDSP), which included the rehabilitation of 16 provincial roads through the Provincial Communications & Works Department, and covered the widening and improvement the Kalat – Quetta - Chaman (KQC) road by the National Highway Authority (NHA). For effective execution of the project, KQC road was divided into four sections. Work on section 1 and 3 commenced in the year 2006 and was scheduled for completion in the year 2008 but eventually completed in November 2010. The remaining two sections 2 and 4 commenced in the year 2009 and were scheduled for completion in August 2010. Due to worst law & order situation and subsequent expiry of ADB loan sections 2 and 4 were suspended in August 2012.

NHA held negotiations with USAID office in Pakistan for provision of funding for the remaining as well as some essential additional works as funding from GoP was not readily available. Expanding its portfolio in assisting the people and Government of Pakistan, USAID pledged to provide funding for the rehabilitation and repair of National Highways in Pakistan. Accordingly, an Activity Agreement (No. 391-016-DOD) was signed on October 11, 2013 between USAID and NHA wherein US\$ 90 million were allocated for Strengthening and Improvement of Kalat – Quetta – Chaman (KQC) section of National Highway (N-25) in Balochistan.

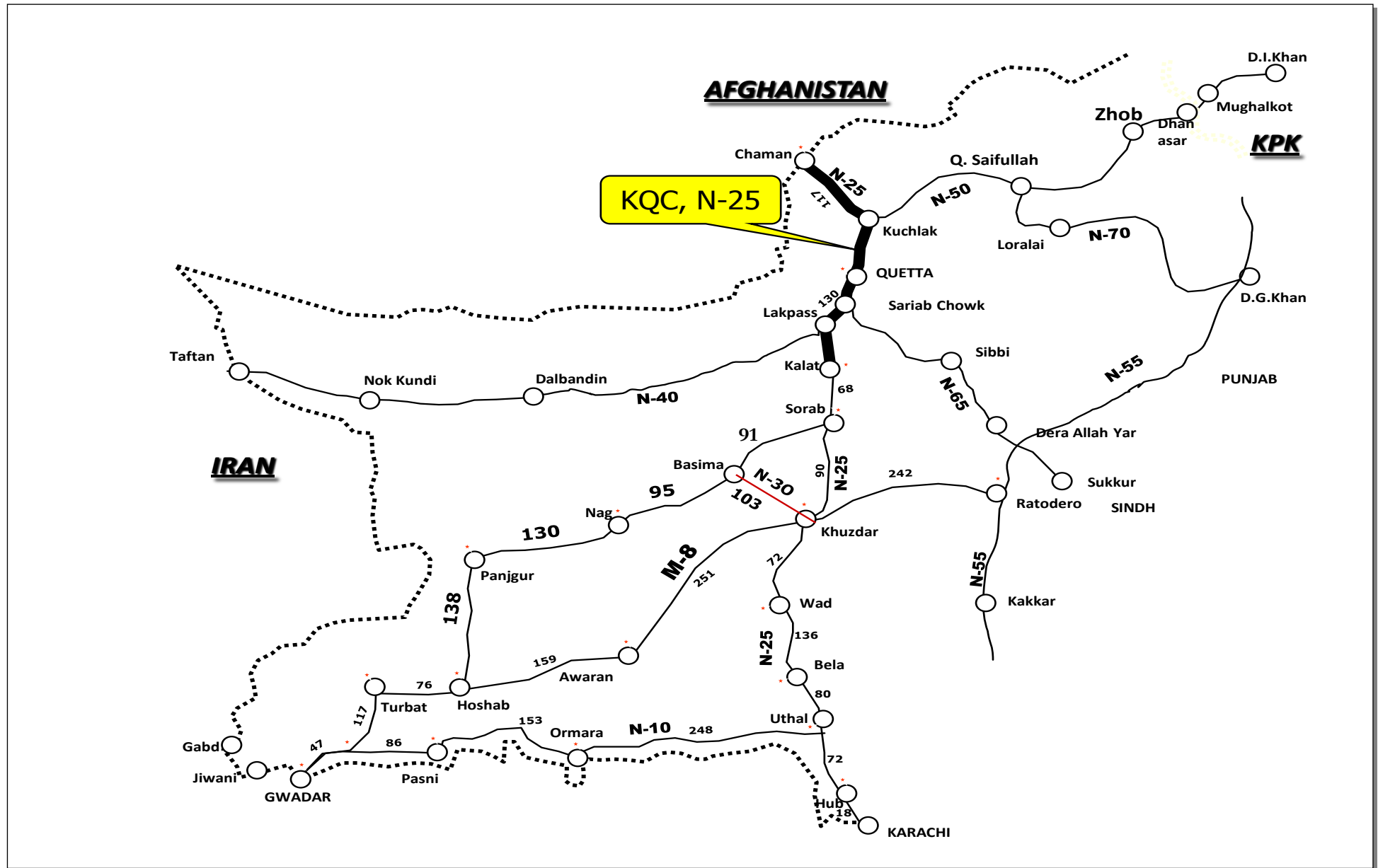
In consultation with EAD of the Ministry of Finance and NHA, USAID determined FWO as the appropriate construction contractor for this project because FWO had been an excellent performer in high risk areas of Pakistan and fully capable of completing the construction/ rehabilitation of the Kalat - Quetta - Chaman Road. This decision was based upon the unique capabilities that permit FWO to operate in high treat / high security areas including its ability to utilize Pakistani Military unit(s) to provide security around its construction projects.

NHA accordingly assigned construction contract for the balance / leftover works in sections 2 and 4 to M/s Frontier Works Organization (FWO) on EPC Lump sum basis in March 2014, for which formal contract agreement between NHA and FWO was signed on June 02, 2014. FWO has to complete the works within 18 months.

Of the overall agreed amount of US\$ 90 million, USAID on May 12, 2014 issued a Project Implementation Letter (PIL) No. 391-016-DOD-PIL-01 allocating US\$ 63.79 million for the balance / leftover works. The expiry date of the PIL is December 31, 2015.

1.1 Location

The project area falls in five districts namely Kalat, Mastung, Quetta, Pishin and Qila Abdullah of the central and northern Balochistan Province. The KQC road portion of the N-25 originates at Kalat city, traverses through the provincial capital Quetta and ends at Pakistan – Afghanistan border at Chaman.



1.2 Implementation Arrangements

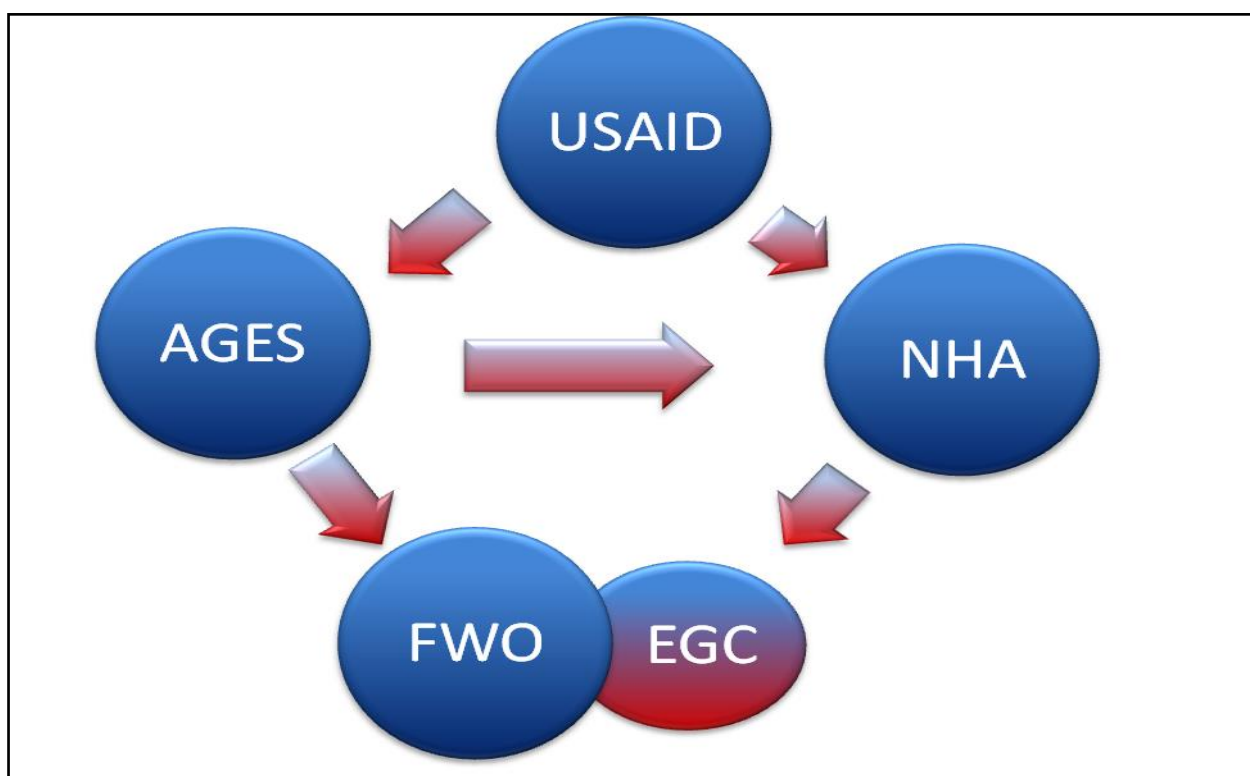
The Economic Affairs Division (EAD) along with NHA will establish a Project Steering Committee (PSC) to provide oversight and guidance, and approvals required for smooth and timely implementation of the project activities. The PSC will be chaired by EAD and will comprise representatives of USAID/Pakistan, NHA and FWO involved in the planning and execution of the project activities.

Under the overall direction and responsibility of NHA, the PSC will authorize the establishment of a Project Management Unit (PMU). The PMU will act as the secretariat for the Steering Committee, reporting on all aspects of Project implementations, including financial management.

NHA has accordingly established the PMU working under Project Director (PD NHA), having the authority to carry out the works to be financed under this FAR Agreement. Accordingly, PMU is fully responsible for carrying out these works or for contracting for the performance of these works, for supervising the construction contractor, and for ensuring that the contractor diligently undertakes the work and provide the necessary equipment, skilled and unskilled labor, and efficient supply of materials to ensure uniform and continuous progress.

Kalat – Quetta - Chaman Road (N-25) is an EPC (Engineer, Procure & Construct) form of contract. FWO is fully responsible for the design and construction of the project in conformity with specifications and standard engineering practices. Engineering General Consultants (EGC) is providing design and quality control services to FWO.

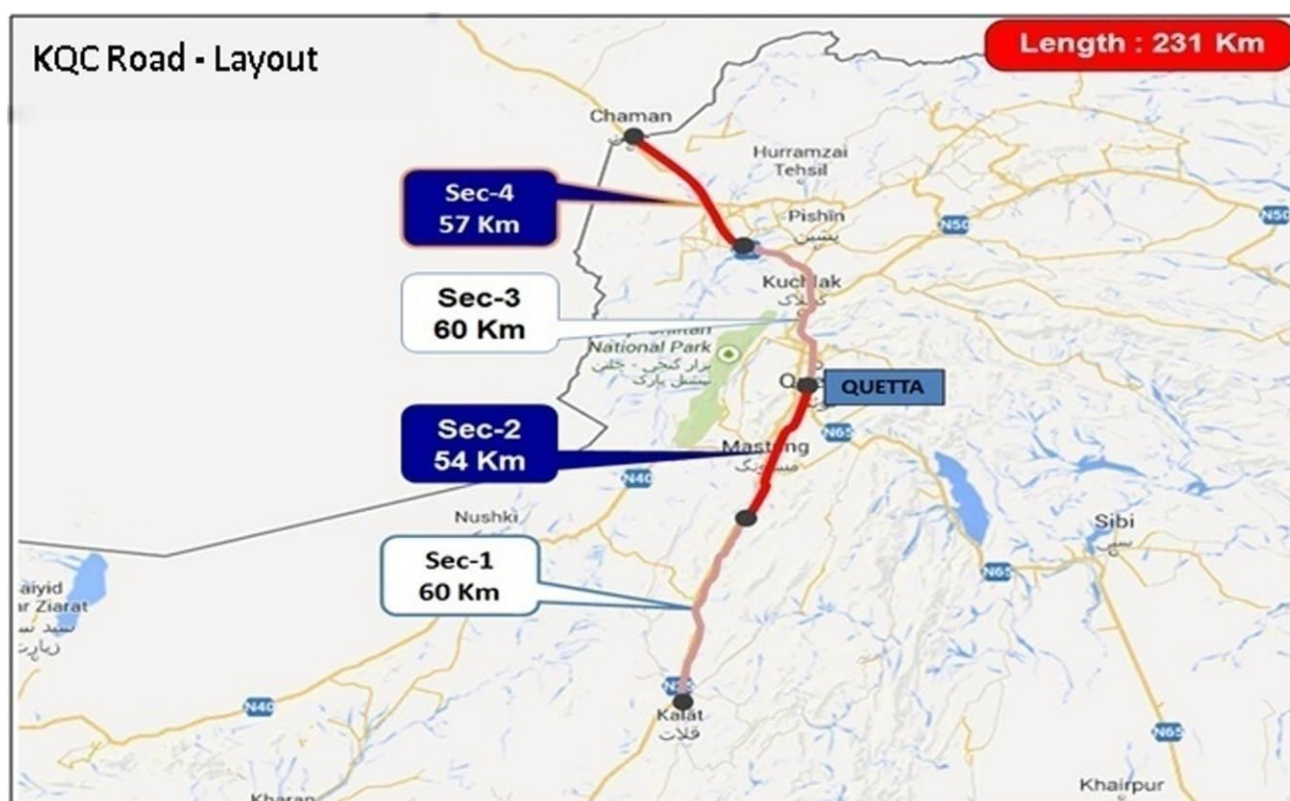
USAID being the donor / funding agency of the KQC-RP has tasked AGES Consultants under Construction Monitoring and Evaluation Program (CMEP) to provide services for the construction monitoring, quality assurance, environmental compliance oversight, and payment certification for the satisfactorily completed milestones of the project on behalf of the USAID.

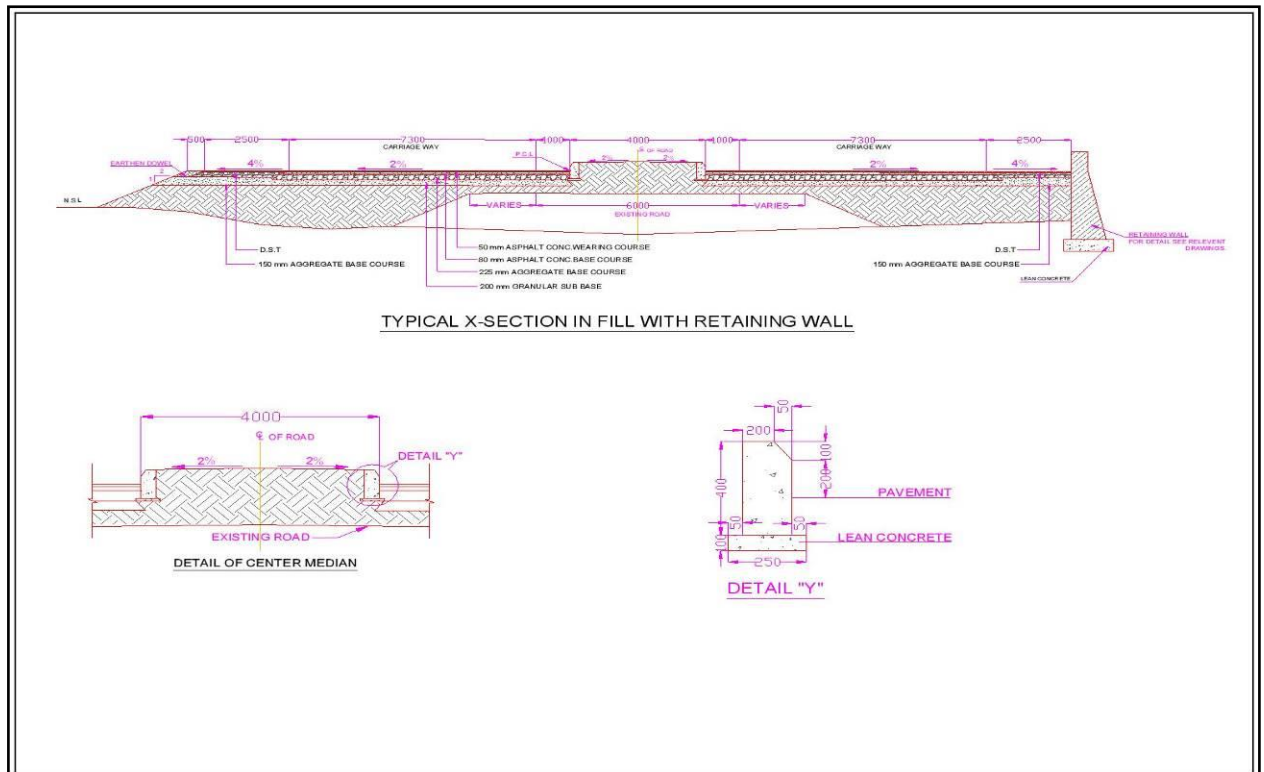
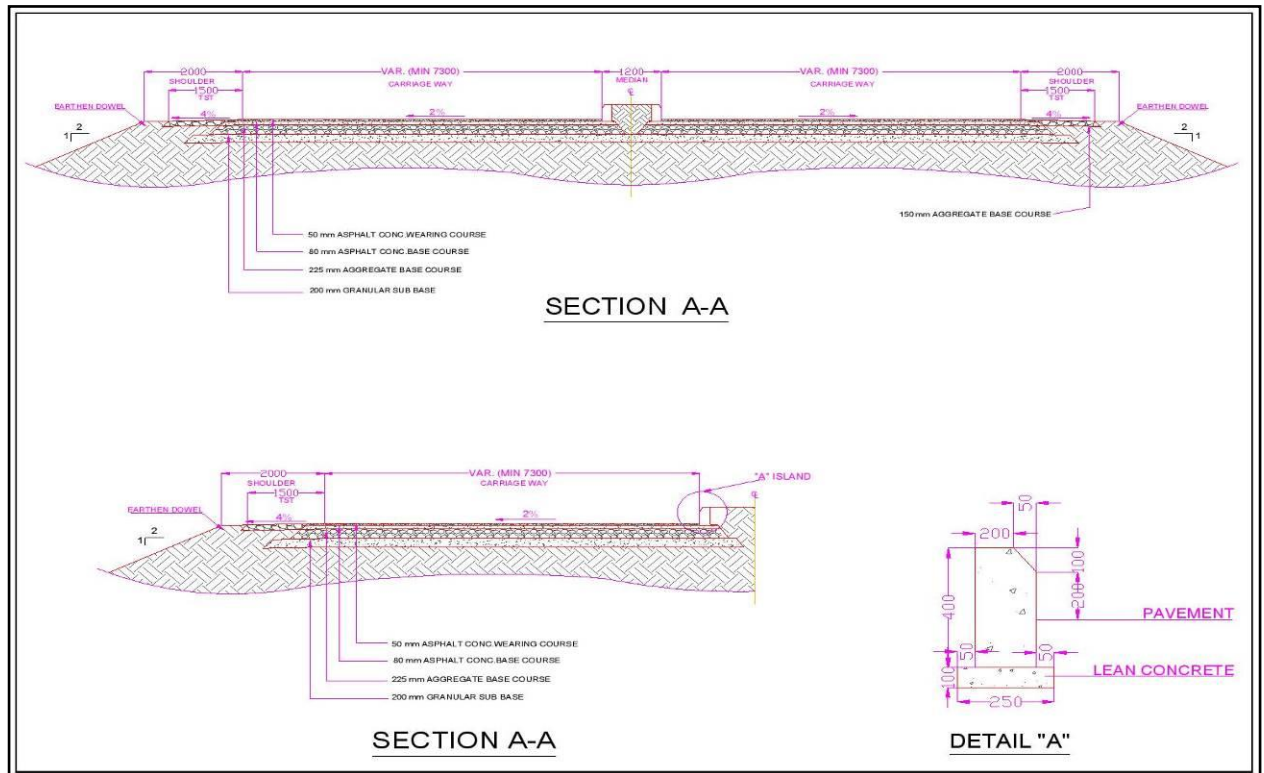


1.3 Scope of Work

USAID has pledged to finance the remaining construction in sections 2 and 4, which covers 111 kilometers of the road. Scope of work include widening sections of the road, earthwork, grading and paving, as well as construction of four new bridges, drainage features and retaining structures. The expanded and improved road infrastructure will aid in increasing security and stability in the region, as well as facilitate improved communication, trade and national cohesion in the area. The improvements will also assist in providing local populations with greater economic opportunities, thereby reducing poverty and providing improved access to education, health-care services, markets, and other social services. The table below presents the status of Kalat – Quetta - Chaman road rehabilitation indicating the works to be financed by USAID under the Activity Agreement.

Status of Kalat - Quetta - Chaman Road Rehabilitation			
Section	Description	Length Km	Status
1	Kalat - Khad Kocha	60	Completed with ADB assistance
2	Khad Kocha– Quetta	54	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
3	Quetta - Jungle Pir Ali Zai	60	Completed with ADB assistance
4	Jungle Pir Ali zai n- Chaman	57	Partially completed, to be completed with USAID financing under PIL No. 391-016-DOD-PIL-01.
	Additional works	53	Not started; to be completed with USAID financing under a separate PIL.





1.5 Physical Progress Section-2

Kalat - Quetta - Chaman Road Project National Highway (N-25)

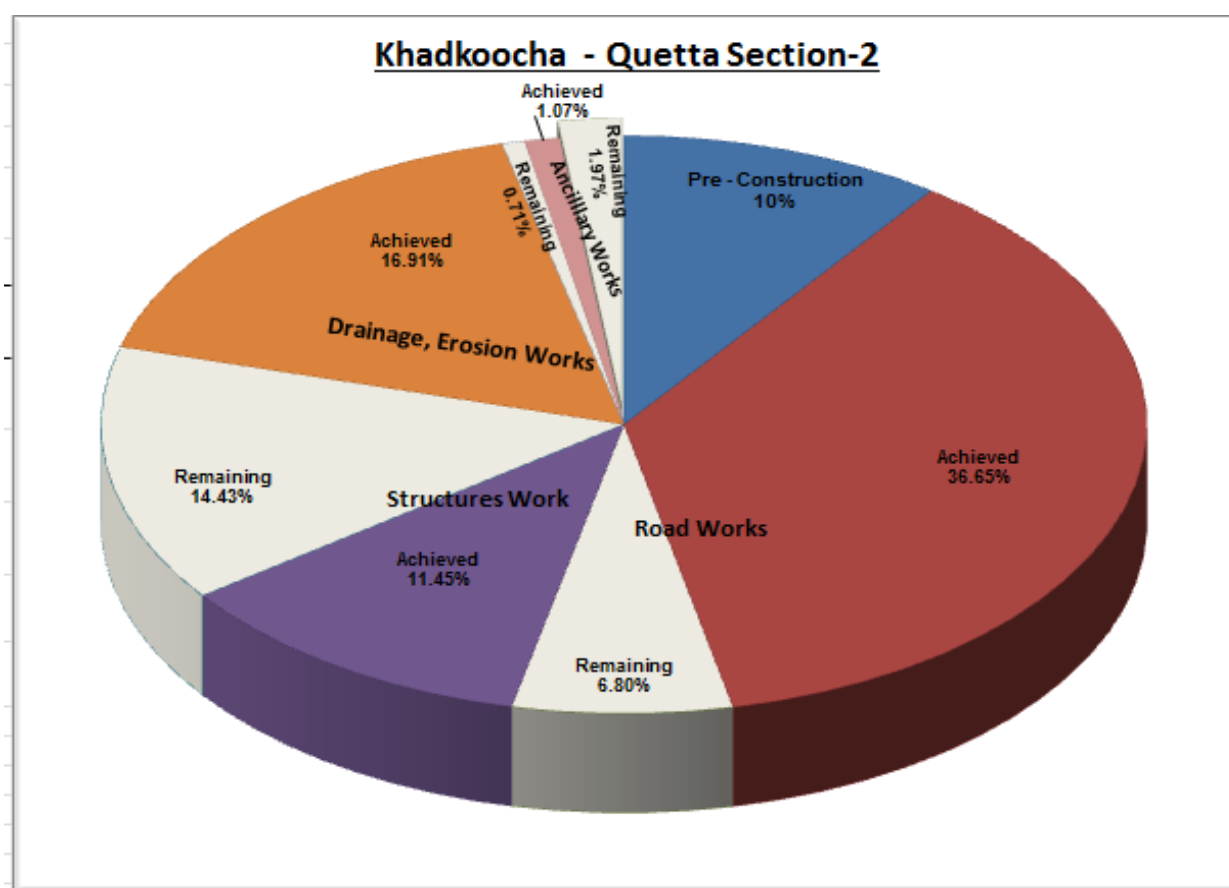
Khadkoocha - Quetta Section-2

Sub Section -1 To 10

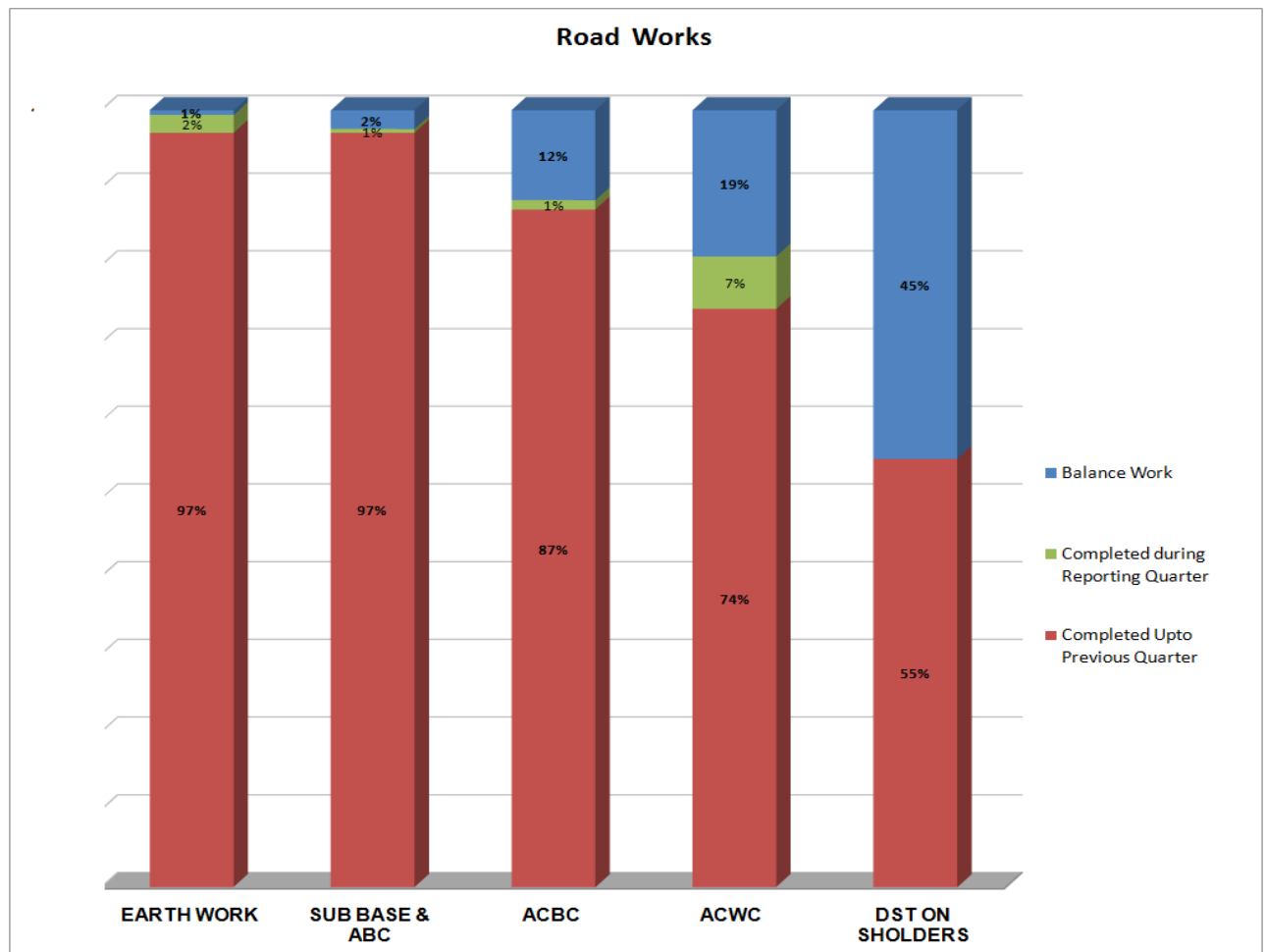
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)

Progress up to Quarter January- March 31,2015

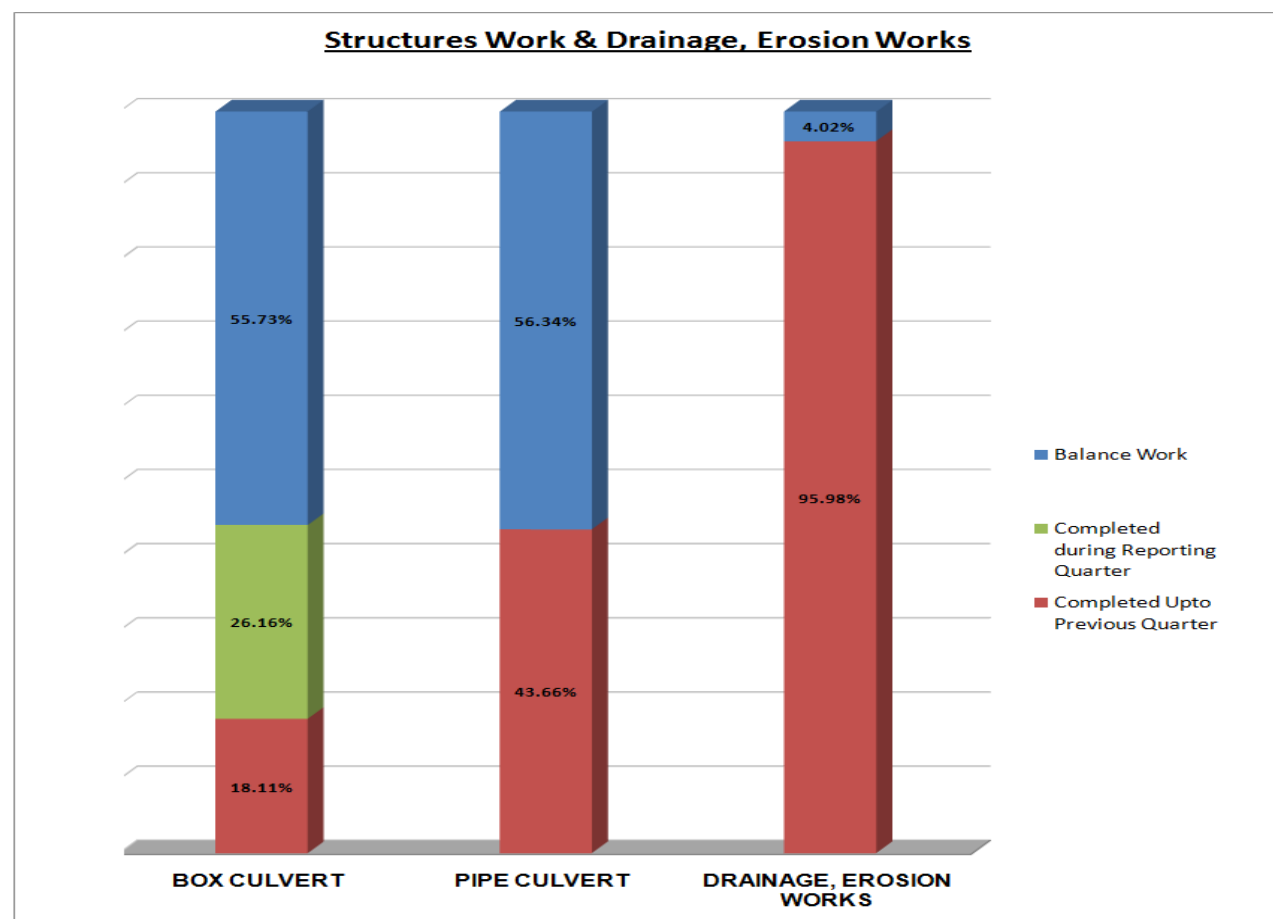
S.Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				Cost (USD)	Progress %	
1	PRE - CONSTRUCTION COST	2,211,924.10	10%	2,211,924.10	10%	-
2	ROAD WORKS	9,611,359.97	43.45%	8,107,686.70	36.65%	6.80%
3	STRUCTURES WORK	5,726,298.98	25.89%	2,533,620.10	11.45%	14.43%
4	DRAINAGE, EROSION WORKS	3,896,808.99	17.62%	3,739,995.76	16.91%	0.71%
5	ANCILLARY WORKS	672,858.95	3.042%	237,585.79	1.07%	1.97%
	TOTAL:	22,119,251.00	100%	16,830,812.45	76.09%	23.91%



Kalat - Quetta - Chaman Road Project National Highway (N-25)									
Khad koocha - Quetta Section- 2									
Sub Section -1 To 10									
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)									
Progress up to Quarter January- March 31,2015								1 Milestone = 05	
Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accumulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	49.7	17,729.44	881,153.00	48.25	1.15	49.40	875,834.17	99
1.2	Granular Sub Base & Aggregate base course	49.7	45,166.50	2,244,775.00	48.25	0.25	48.50	2,190,575.20	98
1.3	Asphaltic Base Course & Prime Coat	49.7	32,067.36	1,593,747.99	43.35	0.60	43.95	1,409,360.65	88
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	49.7	72,207.95	3,588,735.00	37.00	3.35	40.35	2,913,590.69	81
1.5	DST ON Shoulder	49.7	26,216.28	1,302,948.99	27.40	-	27.40	718,326.00	55
				9,611,359.97				8,107,686.70	84



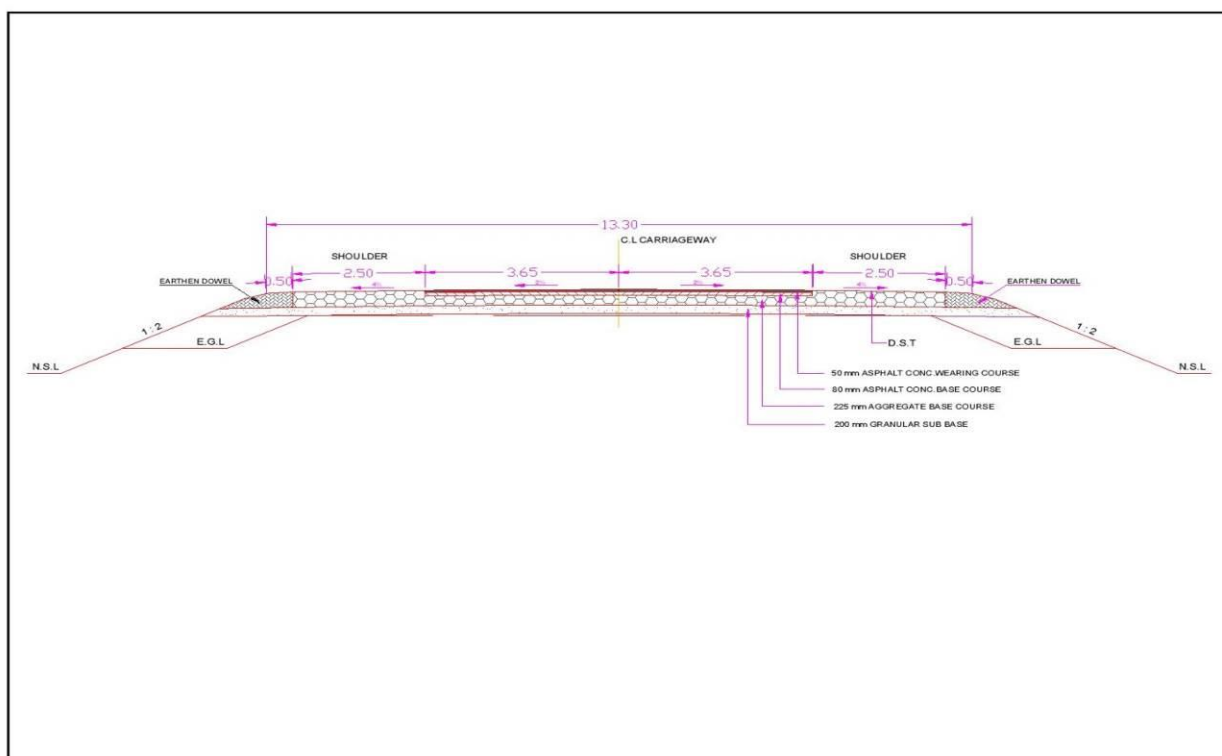
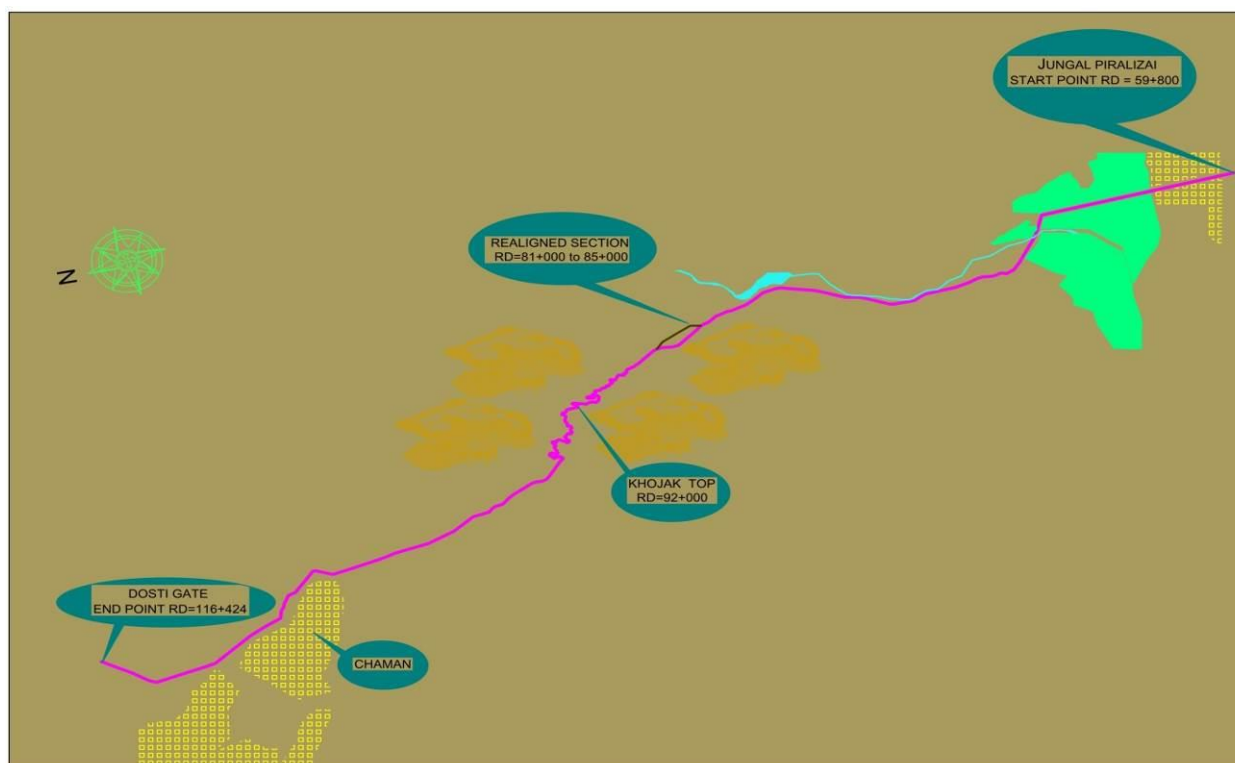
Kalat - Quetta - Chaman Road Project National Highway (N-25)												
Sub Section -1 To 10												
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)												
Progress up to Quarter January- March 31,2015											1 Milestone = 05	
Item No	Description				TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accumulative		
								Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
STRUCTURES WORK												
2.1	BOX CULVERT	117	18	135	49.7	11,202.23	556,750.80	9.00	13.00	22.00	246,449.05	44
2.2	PIPE CULVERT	101	18	119	49.7	389.05	19,335.61	21.70	0.00	21.70	8,442.31	44
						11,591.28	576,086.42				254,891.36	44
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				49.7	7,887.99	392,033.10	47.70	0.00	47.70	376,257.12	96
							392,033.10				376,257.12	96

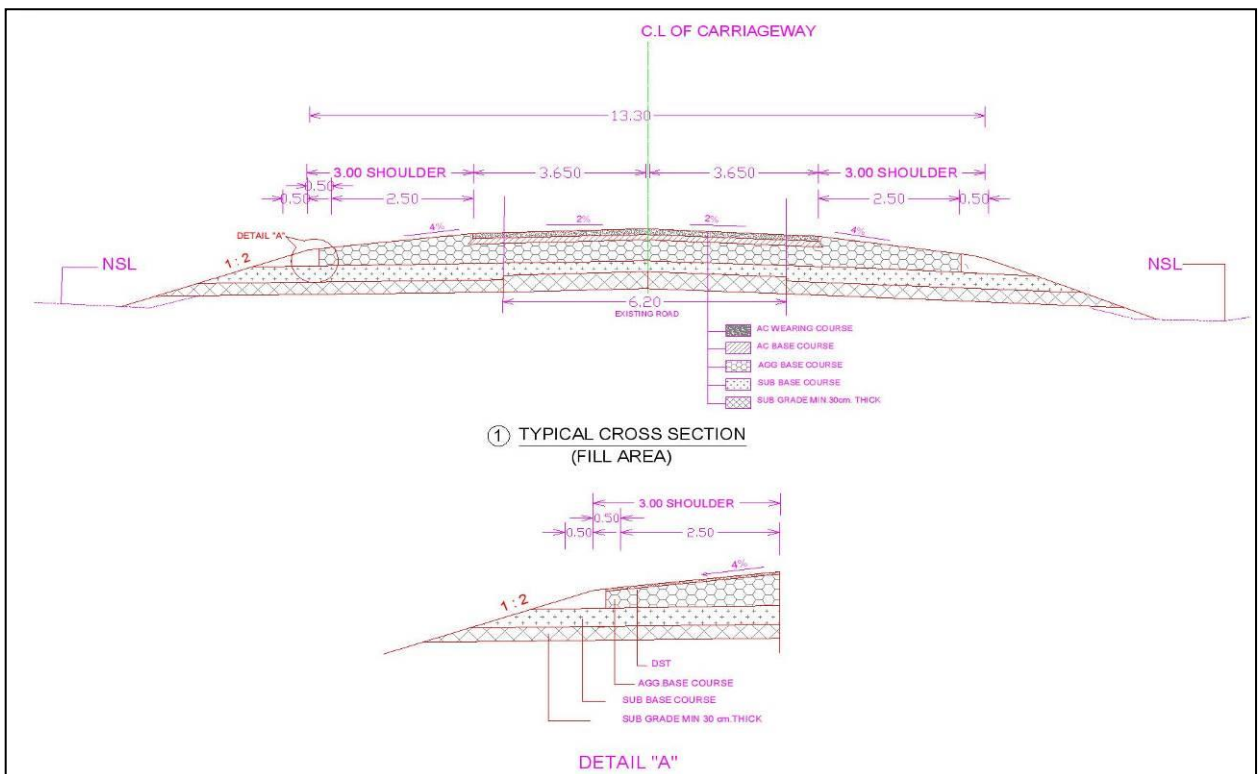


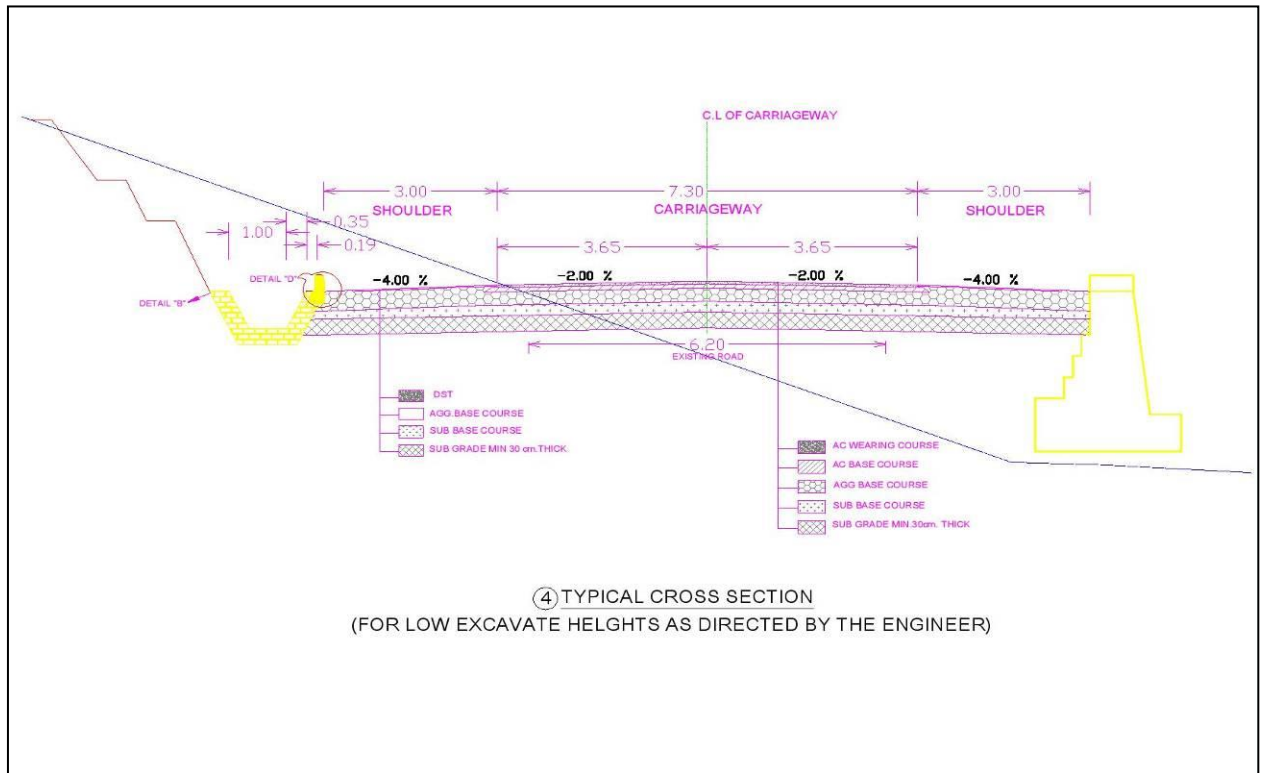
1.6 Accruals & Status of Milestones Achieved (Section – 2)

Kalat - Quetta - Chaman Road Project National Highway (N-25)									
Khad koocha - Quetta Section-2									
Sub Section -1 To 10									
Km 60 + 000 to Km 114+ 400 (TOTAL LENGTH 49.7 KM)									
Progress up to Quarter January- March 31,2015									
Item No	Description	No. OF MILESTO NE	COST/ MILESTONE (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accumulative		
					MILESTONE	MILESTON E	MILESTON E	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	9.94	88,647.18	881,153.00	9.65	0.23	9.88	875,834.17	99
1.2	Granular Sub Base & Aggregate base course	9.94	225,832.49	2,244,775.00	9.65	0.05	9.70	2,190,575.20	98
1.3	Asphaltic Base Course & Prime Coat	9.94	160,336.82	1,593,747.99	8.67	0.12	8.79	1,409,360.65	88
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	9.94	361,039.74	3,588,735.00	7.40	0.67	8.07	2,913,590.69	81
1.5	DST ON Shoulder	9.94	131,081.39	1,302,948.99	5.48	0.00	5.48	718,326.00	55
	Sub-total Road Works			9,611,360				8,107,687	84
2: STRUCTURES WORK									
2.1	BOX CULVERT	9.94	556,750.80	5,534,102.99	1.8	2.6	4.40	2,449,703.54	44
2.2	PIPE CULVERT	9.94	19,335.61	192,195.99	4.34	0	4.34	83,916.56	44
				5,726,298.98				2,533,620	44
3: DRAINAGE, EROSION WORKS									
3.1	Retaining Wall / Toe Wall/ Side Drain	9.94	392,033.10	3,896,808.99	9.54	0	9.54	3,739,995.76	96
				3,896,808.99				3,739,995.76	96
	Sub-total Structres& Drainage, Erosion Works			9,623,107.98					
4: ANCILLARY WORKS									
4.1	Guard Rail Complete	1		199,989.47				-	-
4.2	Road Sign (All Type)	1		53,687.37				-	-
4.3	Pavement Marking	1		107,213.68				-	-
4.4	Reflectrized pavement stud (Raised Profile Type Double)	1		32,371.58				-	-
4.5	ROW Markers, Km Post, 10 Km Post	1		15,612.63				-	-
4.6	Pre Cast Kerb Stone	1	100.00	263,984.21				237,585.79	90
	Sub-total Ancilliary Works			672,858.95				237,585.79	35

1.7 ALIGNMENT SKETCH – JANGLE PIRALIZAI – CHAMAN (SECTION 4)

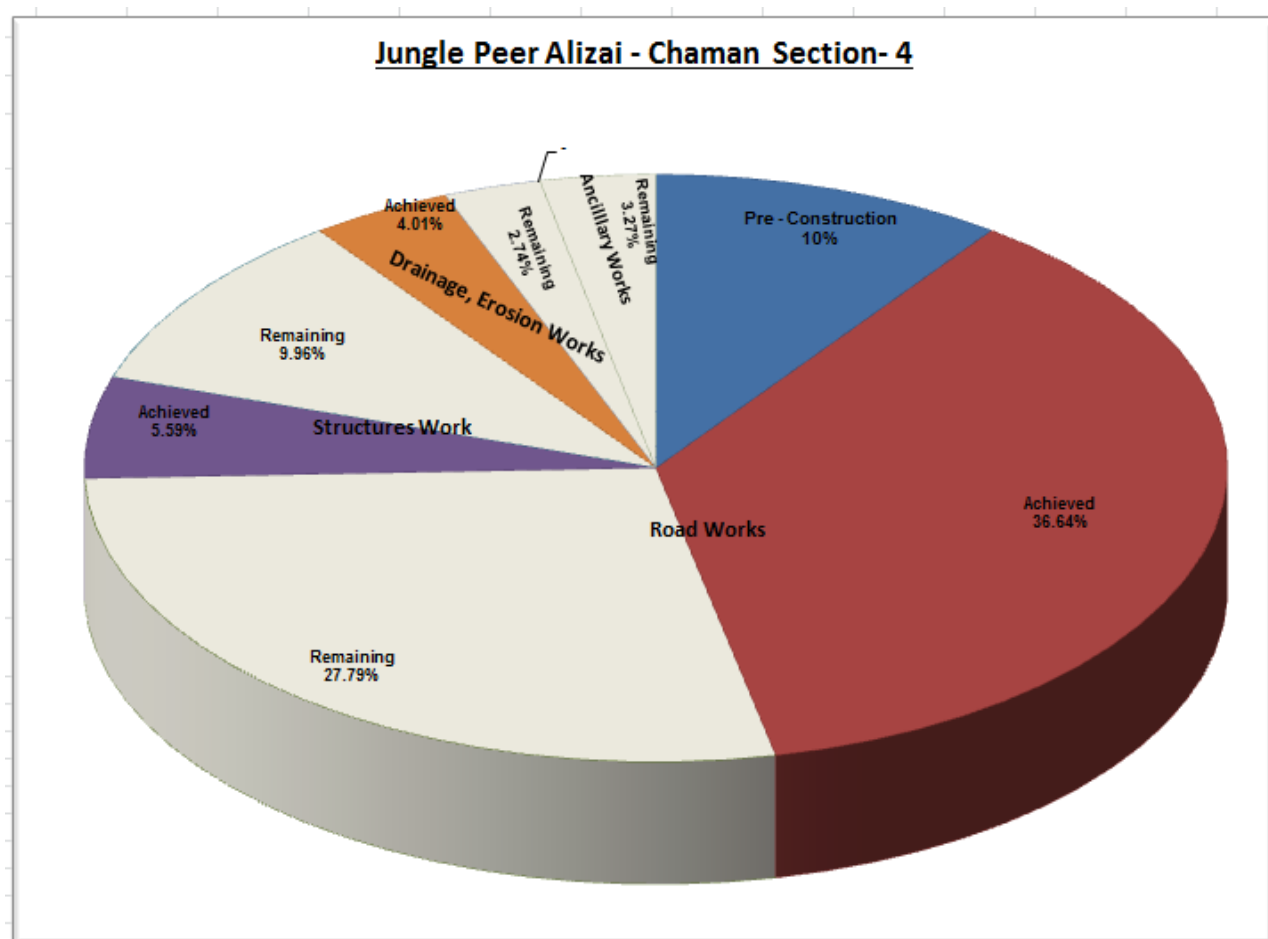






1.8 Physical Progress Section-4

Jungle Peer Alizai - Chaman Section- 4						
Sub Section -1 To 12						
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)						
Progress upto Quarter January - March 31,2015						
S. Nos	Description	SUB ACTIVITY COST (USD)	SUB ACTIVITY COST %	Achieved Progress		BALANCE
				COST (USD)	Progress %	
1	Pre - Construction Cost	4,167,877.00	10%	4,167,877.00	10%	-
2	ROAD WORKS	26,852,272.07	64.43%	15,270,390.71	36.64%	27.79%
3	STRUCTURES WORK	6,482,359.00	15.55%	2,330,701.46	5.59%	9.96%
4	DRAINAGE, EROSION WORKS	2,815,373.00	6.75%	1,671,316.83	4.01%	2.74%
5	ANCILLARY WORKS	1,360,895.00	3.27%	-	-	3.27%
	TOTAL:	41,678,776	100%	23,440,286	56.24%	43.76%



Rehabilitation, Widening & Improvement of National Highway Authority (N-25)

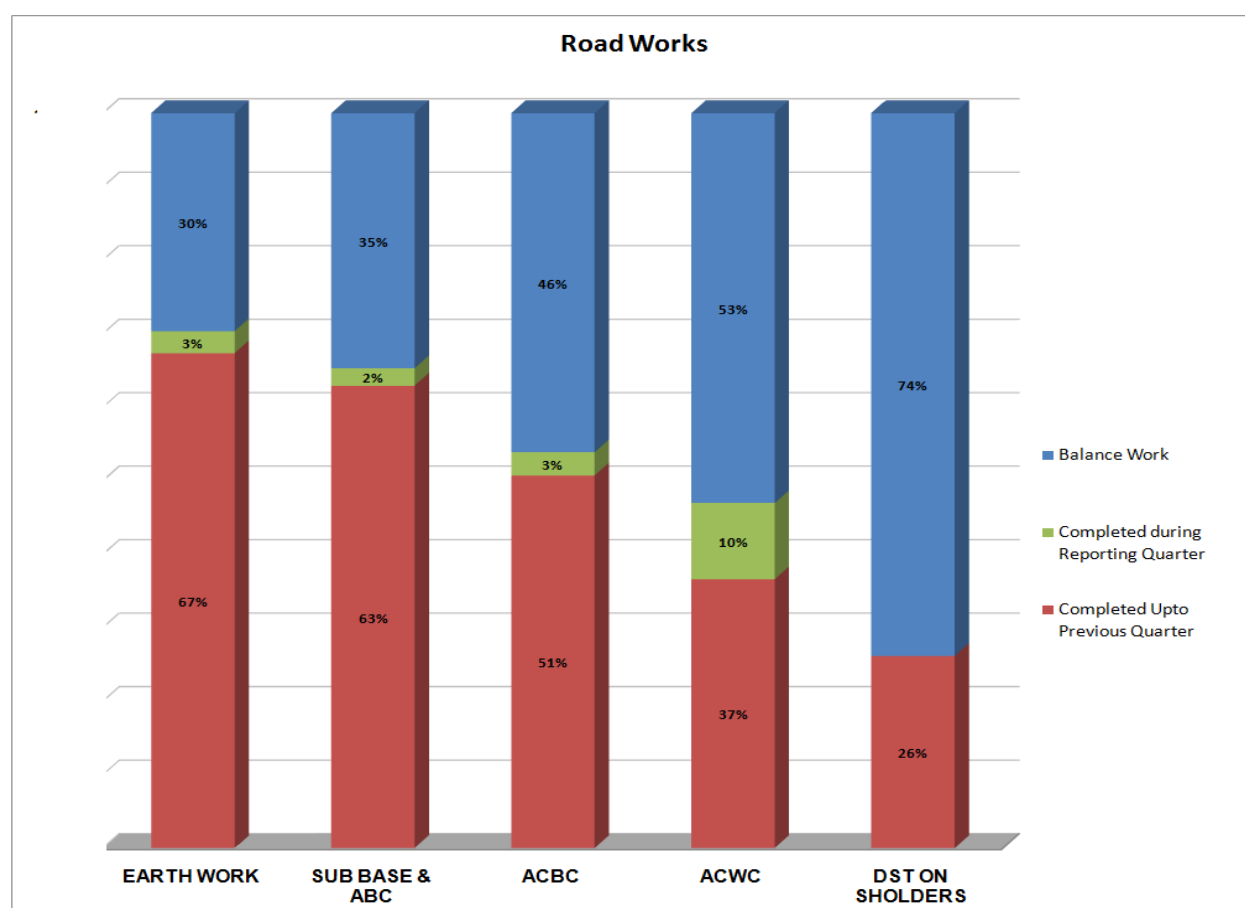
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress upto Quarter January - March 31,2015

Item No	Description	TOTAL LENGTH (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accomulative		
					Km Wise Completed	Km Wise Completed	Km Wise Completed	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	56.6	100,075.14	5,664,253.04	38.10	1.70	39.80	3,982,990.65	70
1.2	Granular Sub Base & Aggregate base course	56.6	124,869.70	7,067,625.02	35.60	1.35	36.95	4,613,935.42	65
1.3	Asphaltic Base Course & Prime Coat	56.6	113,370.05	6,416,745.06	28.70	1.80	30.50	3,457,786.65	54
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	56.6	101,977.61	5,771,932.95	20.70	5.88	26.58	2,710,564.98	47
1.5	DST ON Shoulder	56.6	34,129.26	1,931,716.00	14.80	0.00	14.80	505,113.02	26
				26,852,272				15,270,391	57



Rehabilitation, Widening & Improvement of National Highway Authority (N-25)

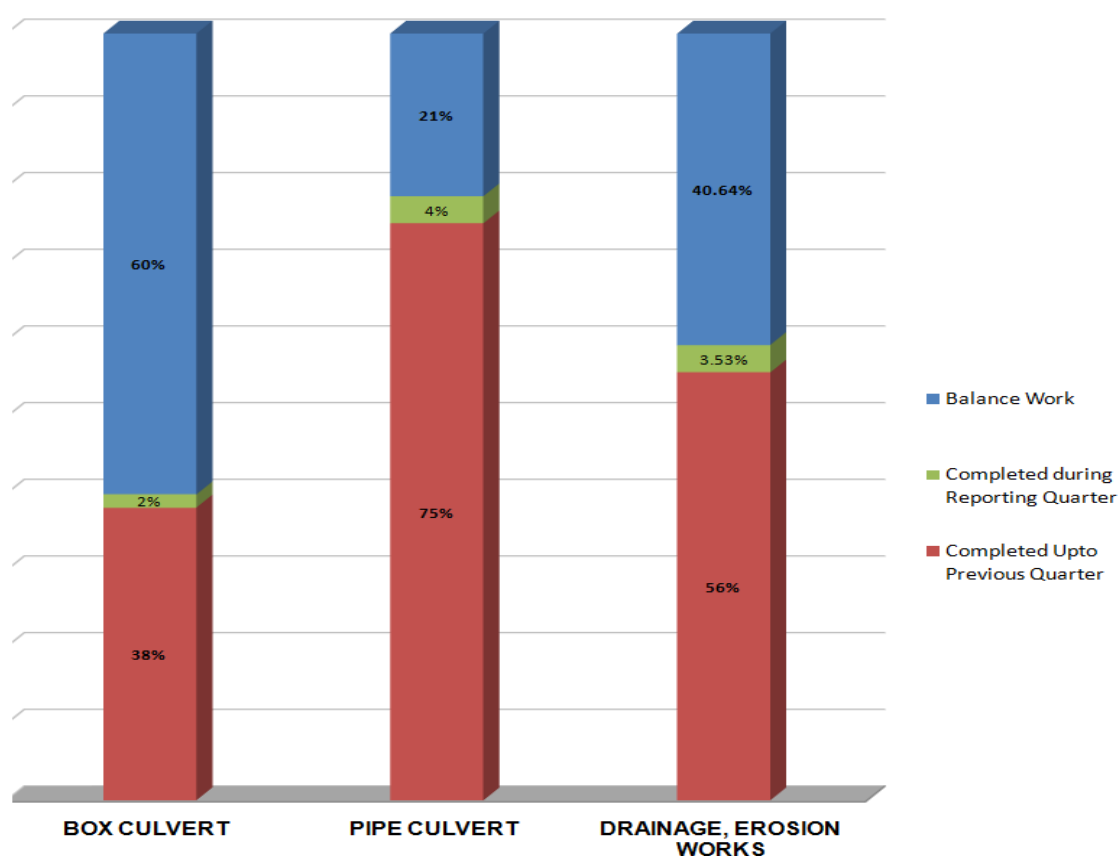
Jungle Peer Alizai - Chaman Section- 4

Sub Section -1 To 12

Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)

Progress upto Quarter January - March 31,2015

Progress upto Quarter boundary - March 31, 2016												
Item No	Description	No. of Culvert		Total Cuverts	MILESTONE UNIT (KM)	Cost / Km (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accumulative		
		Partial	Complete					KMs Completed	KMs Completed	KMs Completed	Cost (USD)	Progress %
2: STRUCTURES WORK												
2.1	BOX CULVERT	75	30	105	56.6	100,329.05	5,678,624	21.60	1.00	22.60	2,267,436.44	40
2.2	PIPE CULVERT	6	27	33	56.6	1,418.50	80,287.00	42.60	2.00	44.60	63,265.02	79
2.3	BRIDGES/ CAUSEWAYS						723,448.00				-	0
							6,482,359				2,330,701	36
3: DRAINAGE, EROSION WORKS												
3.1	Retaining Wall / Toe Wall/ Side Drain				56.6	49,741.57	2,815,373	31.60	2.00	33.60	1,671,316.83	59
							2,815,373				1,671,316.8	59

Structures Work & Drainage and Erosion Works

1.9 Accruals & Status of Milestones Achieved (Section – 4)

Rehabilitation, Widening & Improvement of National Highway Authority (N-25)									
Jungle Peer Alizai - Chaman Section- 4									
Sub Section -1 To 12									
Km 59 + 800 to Km 116+ 424 (TOTAL LENGTH 56.624 KM)									
Progress upto Quarter January - March 31,2015								1 Milestone = 05	
Item No	Description	No. OF MILESTONES	COST/ MILESTONE (USD)	Total Cost (USD)	Upto Previous Quarter	Reporting Quarter	Accumulative		
					MILESTONE	MILESTONE	MILESTONE	Cost (USD)	Progress %
1: ROAD WORKS									
1.1	Earth Work & Scarification	11.32	500,375.71	5,664,253.04	7.62	0.34	7.96	3,982,990.65	70
1.2	Granular Sub Base & Aggregate base course	11.32	624,348.50	7,067,625.02	7.12	0.27	7.39	4,613,935.42	65
1.3	Asphaltic Base Course & Prime Coat	11.32	566,850.27	6,416,745.06	5.74	0.36	6.10	3,457,786.65	54
1.4	Tack Coat & Asphaltic Concrete for Wearing Course (Class-A)	11.32	509,888.07	5,771,932.95	4.14	1.18	5.32	2,710,564.98	47
1.5	DST ON Shoulder	11.32	170,646.29	1,931,716.00	2.96	0.00	2.96	505,113.02	26
	Sub-total Road Works			26,852,272.07				15,270,390.71	57
2: STRUCTURES WORK									
2.1	BOX CULVERT	11.32	501,645.23	5,678,624.00	4.32	0.2	4.52	2,267,436.44	40
2.2	PIPE CULVERT	11.32	7,092.49	80,287.00	8.52	0.4	8.92	63,265.02	79
2.3	BRIDGES/ CAUSEWAYS	1	723,448.00	723,448.00				-	0
				6,482,359.00				2,330,701	36
3: DRAINAGE, EROSION WORKS									
3.1	Retaining Wall / Toe Wall/ Side Drain	11.32	248,707.86	2,815,373	6.32	0.40	6.72	1,671,316.83	59
				2,815,373				1,671,316.83	59
	Sub-total Structures& Drainage,Erosion Works			9,297,732.00					

2 CONSULTANT'S ACTIVITIES DURING THE REPORTING PERIOD

During the reporting quarter, M&E Consultants carried out the following activities:

- 2.1 IPC 2 was received and processed. Since certain activities were completed before mobilization of AGES field team. Upon the instruction received from COR, AGES verified only those milestones executed after their mobilization and performed the review of the quality control record(material test results) and randomly select sites for collecting material for independent testing, which cover 10% to 15% of the available quality control reports. An amount of US\$ 8,6805,90 was certified and submitted to USAID for further necessary action at their end.
- 2.2 Ensure that construction works were carried out in accordance with approved drawings, design and specifications. Furthermore, implemented proper quality control procedures and other agreed protocols in the QAP at sites to ensure quality (See Annex.III).
- 2.3 Conducted Joint site visits with representatives of FWO/ EGC at regular intervals.
- 2.4 Construction problems/issues and their resolutions were shared with PD NHA and PM FWO/EGC for quick corrective actions. All these reports are sent to USAID through PM KQC.
- 2.5 Conducted follow-up /coordination meetings with FWO / EGC and monthly progress review meetings with PD NHA as given below:
 1. 13th January 2015
 2. 12th February 2015
 3. 12th March 2015.
- 2.6 Site visit were carried out as detailed below and reports prepared by the field staff and construction activities reported with progress photos;

MONTH	QUETTA- CHAMMAN (SEC 4)			QUETTA - KALAT (SEC 2)		
	TECH STAFF	LAB STAFF	ECO	TECH STAFF	LAB STAFF	ECO
JAN,2015	11	9	2	9	4	3
FEB,2015	12	12	2	10	12	2
MAR,2015	11	11	3	10	13	3

- 2.7 Coordination Meeting was held on 19th January, 2015 at NHA Office, Quetta under the chairman ship of Muhammad Ilyas Afzal, Member NHA Balochistan.
- 2.8 Review Meeting of Kalat Quetta Chaman Road Project was held on 19th January, 2015 at FWO 492 Group Office, Quetta under the chairman ship of Brig. Rahimuddin Ahmed Faruqi which was attended by USAID Mission as well.
- 2.9 Coordination meeting was held on 12th February 2015 and 12th March 2015 (Minutes attached)
- 2.10 M&E Consultant's senior management conducted monthly site visits and shared information with USAID, NHA & FWO.
- 2.11 Improvement in workmanship has been observed in fixing of steel, formwork, water cement ratio, brick masonry and construction materials.

3 ENVIRONMENTAL COMPLIANCE

- 3.1 The M&E consultants continued to liaise with relevant stakeholders about environmental compliance and other concerns relating to the strengthening / improvement of the vital national traffic corridor.
 - 3.2 FWO was advised for demonstrating good environmental practice in conformity with the construction environmental management plan.
 - 3.3 FWO was advised to use Personal Protective Equipment for safety of staff at site.
 - 3.4 Dust pollution being controlled by the contractor on both the sections of the project by sprinkling of water.
- Environmental Monitoring Report is attached as Annex-II.

4 SECURITY SITUATION

Security Situation report is attached as Annex-IV.

ANNEXURES

ANNEXURE-I

M&E Staff

M&E STAFF

The following members of the M&E Team were involved at various activities of the project progressed. Other staff members will be mobilized according to demand of work load.

PROJECT MANAGER OFFICE – STAFF DEPLOYMENT

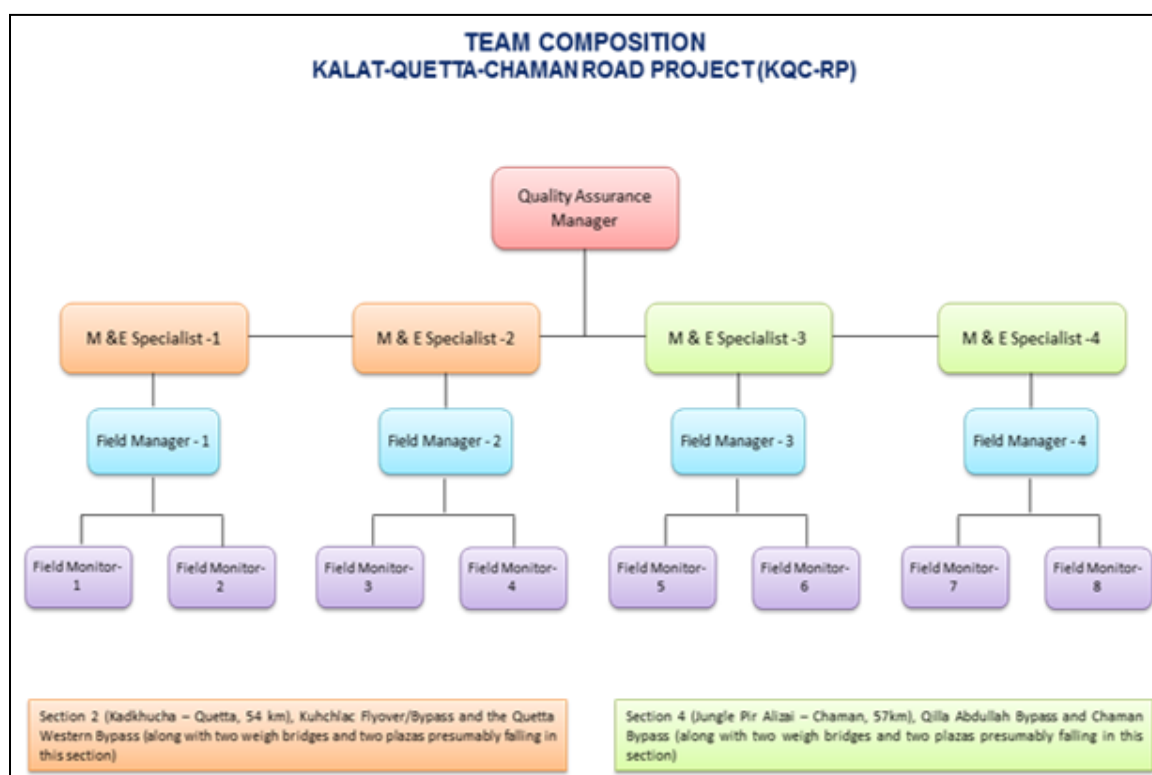
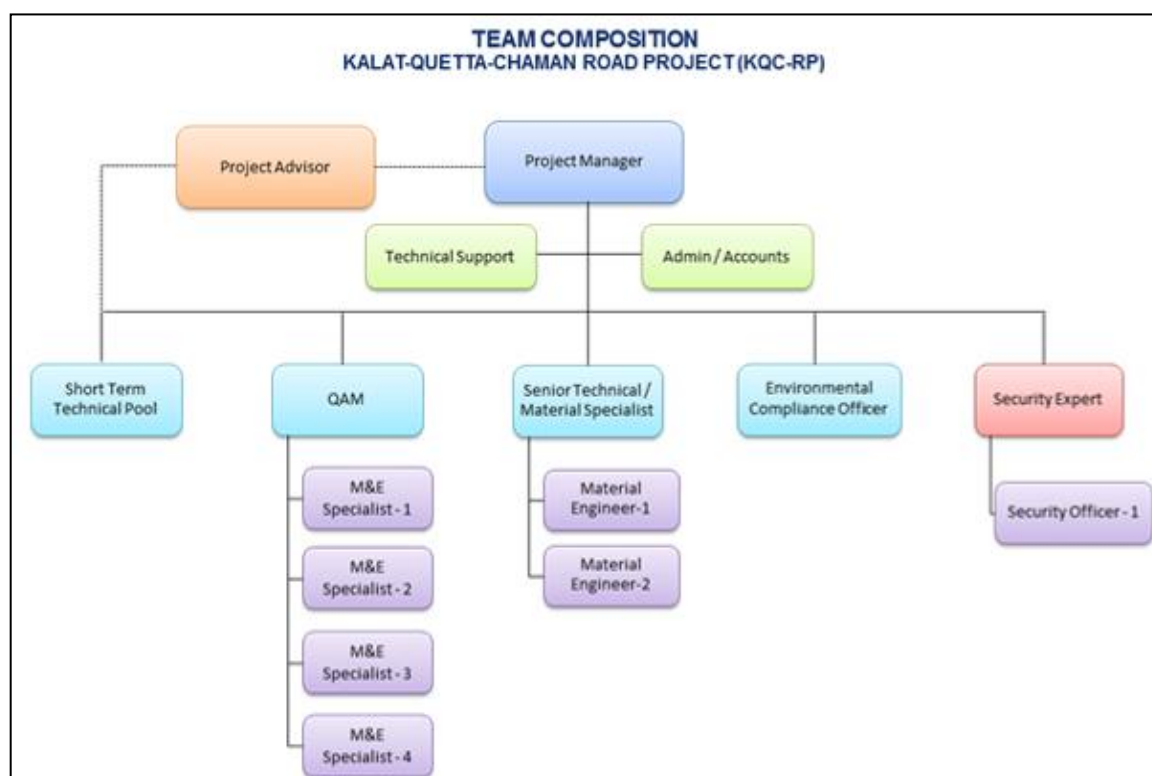
S. No	Name	Designation
1	Saleem Raza	Project Manager
2	Mohammad Aamer Khan	Provincial Coordinator
3	Saeed Rehman	Quality Assurance Manager
4	Gul Muhammad Khoso	Environmental Compliance Officer
5	Qazi Amanullah	M&E Specialist
6	Muhammad Kaleem Nasir	M&E Specialist
7	Inayat ullah Shah	Field Manager
8	Nadeem Amir	Office Engineer
8	Saqib Sarwar	Field Manager
9	Muhammad Ashraf	Field Monitor
10	Abid Iqbal	Field Monitor
11	Shahid Jan	Field Monitor
12	Naeem Jan	Senior Surveyor
13	Asad Ayub	Auto Cad Operator
14	Capt. (R) Farid-ud-din	Security Expert / Advisor
15	Major (R) Shahid Tanvir	Security Officer
16	Zahir Gul	Manager Admin/ Finance
17	Syed Abdullah Shah	Accountant
18	Matloob Hussain	Admin Officer
19	Muhammad Sohail	IT Officer
20	Mustafa Ali	Assistant Accountant
21	Fakhar Ahmad	Receptionist
22	Asmatullah	Admin Assistant
23	Muhammad Zahoor	Quantity Surveyor
24	Muhammad Irfan Arshad	Computer Operator
25	Kamran Saddique	Computer Operator

LABORATORY STAFF

S. No.	Name	Designation
1	Masood Ahmed	Material Specialist
2	Aurangzeb	Material Engineer
3	Niaz Ahmed	Senior Lab Technician
4	Ather Hussain	Senior Lab Technician
5	Muhammad Ajmal	Lab-Technician
6	Nadeem Ahmed	Lab Assistant
7	Muhammad Imran	Lab Assistant

PESHAWAR BASED STAFF

S. No.	Name	Designation	
1	Nasir-ul-Mulk	Project Advisor	Intermittent
2	Muhammad Ishaq	Technical Specialist Cat-1 (Chief Structure Engineer)	
3	Tahir Kamran	Senior Technical Specialist	Full time
4	Abid-ul-Haq	Quantity Surveyor	
5	Waqas Ali	Jr. CAD Operator	



ANNEXURE-II

ENVIRONMENTAL MONITORING REPORT

Environmental Monitoring

Environmental Monitoring of each activity is being done according to the Environmental Management and Monitoring Plan (EMMP) of the Environmental Documentation Form (EDF) approved by the USAID Mission Environment Officer (MEO).

Key roles and responsibilities of Environmental Compliance Officer are as under:

- Environmental Monitoring Compliance of each activity according to the Environmental Management and Monitoring Plan (EMMP).
- Seek and ensure community involvement in environment related matters.
- Reporting of environmental non-compliance related issues and suggest remedial measures for improvement.
- Assist in implementing of EMMP.

Potential Environmental Impacts of the Road Project

Following are the identified potential impacts of the project:

Potential Positive Impacts

- Accessibility to the Afghan border and improved linkages of five different districts on N-25 from Kalat to Quetta and Quetta to Chaman in Balochistan which will bring better trading facilities;
- Better Conditions for law enforcement and better control in border areas
- The road will boost up the development activities.
- The road will provide a smooth and shortest trade route to Afghanistan.
- The better road facility will reduce travelling costs as well as road accidents.
- The road will generate better economic and social opportunities for local population.
- Better road facility shall ensure time savings in terms of travelling to the destination.
- The road project will accelerate economic activity for local population by providing them a smooth and easy access to both the local and country's markets.
- The road shall provide labor opportunities to the local people during construction phase of the road project; and
- To provide sustainable delivery of a productive and efficient national highway system contributing to decrease the transportation cost.

Potential Negative Impacts

Project does not have potential significant adverse impacts; however, during rehabilitation of the road, the following potential impacts are anticipated which could be avoided, localized or mitigated by adopting the proper mitigation measures:

- Loss Of Trees/vegetation;
- Relocation of existing utility installations and structures;
- Land Acquisition;
- Noise and air pollution;
- Traffic congestion at diversion;
- Health and safety issues;
- Waste generation;

- Disturbance to people;
- Soil erosion and contamination; and
- Oil spillages from construction machinery, resulting in soil and ground water contamination.

Status of Environmental Compliance

During the reporting period, work continued in both the sections (Khad Kocha - Quetta Section-2 & Jangle Piralizai - Chaman Section-4).

In section -2, work was in progress in the following reaches:

1. (KM: 68+400 to 70+110)
2. (KM: 78+100 to 78+460)
3. (KM: 79+400 to 79+800)
4. (KM: 83+00 to 84+00)
5. (KM: 86+900 to 88+100)
6. (KM: 88+440 to 88+600)
7. (KM: 90+960)
8. (KM: 96+00 to 100+00)
9. (KM: 98+615)
10. (KM: 110+373)

In section-4, work was carried out in the following reaches:

1. (KM: 0 to 4+00 – Re-alignment Section)
2. (KM: 59+975 to 60+030)
3. (KM: 68+940)
4. (KM: 69+800 to 72+00)
5. (KM: 72+650 to 72+690)
6. (KM: 87+749)
7. (KM: 87+775 to 90+150)
8. (KM: 97+880 to 98+520)
9. (KM: 100+00 to 103+00)
10. (KM: 102+00 to 102+102+200)
11. (KM: 108+575)
12. (KM: 108+831)
13. (KM: 109+00 to 111+500)
14. (KM: 114+00 to 116+424)

In an overall picture, the quarter under report proceeded with the environmental compliances on different components of the road. The pictorial views of present and previous quarters depict the improvements on environmental compliances. The following key improvements/compliances were observed:-

- The asphalt plant at Shela Bagh was emitting excessive dust, has now been equipped with dust collector.

- The uses of personal protective equipments by the labor/worker have been ensured at most of the construction activity sites.
- Safety signage and speed limit sign boards have been provided at construction activity and accident prone sites
- The air, water quality and noise level tests were carried out in both sections of the road as given in table (3) a of EMMP volume -2 of EDF.

The air/water quality and noise level tests were performed by environmental consultants, Pakistan “SGS” (Societe General de Surveillance).The test results are summarized below:-

Air Quality

The air quality tests at the location of asphalt plant have been performed by “SGS” in the month of March, 2015. The test results have not yet been reported by FWO. The dust collector in the asphalt plant was installed in January, 2015 by FWO to control the excessive dust emission and the plant has been put into operation after slack (winter) season.

Water Quality

The physical and chemical parameters of water samples taken from the surface water points at both sections were found within the limits of National Environmental Quality Standards (NEQS) and World Health Organization. But the test results showed the presence of “total coliform” bacteria. However, the coliform bacteria were not “too numerous to count” in both surface water sources (less than 200 colonies per 100 ml). The ground water quality tests carried out by “SGS” in March, 2015, have not yet been reported by FWO.

Noise Level

The noise levels recorded for vehicular traffic at 25 No. sensitive receptors in section-4 of the road slightly increased the limits as compared to NEQS, whereas; the noise levels recorded at 25 No. sensitive receptors in section-2 remained within the NEQS limits. The noise levels were also recorded by “SGS” at the boundary of noise sensitive receptors as mentioned in Annex-I of EDF for the heavy equipment & machineries in the month of March, 2015. The FWO has yet to submit the test results of noise levels.

Advice to NHA/FWO for Environmental Compliances

The FWO has been practicing the sprinkling of water to mitigate the effects of dust emission at most of the places of road in both sections. The ambulance and first-aid facilities were provided on hill side cutting and hot mixed asphalt laying sites.

The FWO was further advised to comply with the mitigation measures for the following activities/aspects:

- Health & safety protocols compliance during construction activities.
- Regular sprinkling of water on road diversions, dusty road in urban area and Khojak Pass section.
- Availability of safe drinking water and good quality food for labor and workers at work sites.
- To ensure use of PPEs by the labor/workers during construction activities.
- Availability of Safety, Health and Environment plans at camps and work sites.

- Ensure proper handling of construction material for smooth flow of traffic and to avoid road blockage.
- Ensure traffic management at accident prone spots.
- Screening of potential crew members for HIV and other infectious diseases.
- Ensure safeguarding of utility installations during construction activities on the road.

PICTORIAL ENVIRONMENTAL DATA SHEET

DECEMBER



Asphalt plant at Shela Bagh prior to installation
Installing of dust control device.

MARCH



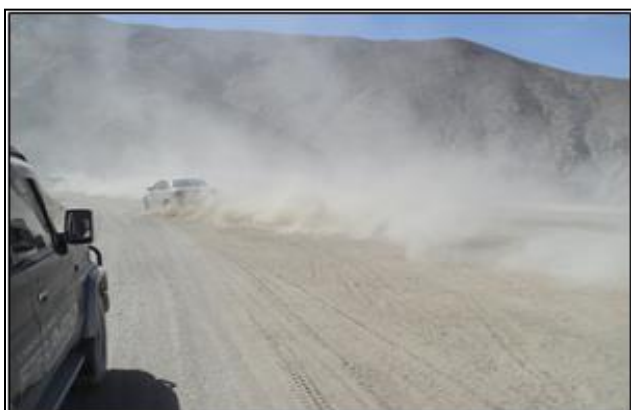
The excessive dust has been controlled by
dust collector during the month of January
2015



Labor working without PPEs as reported in
previous quarter.



Dated 24.03.2015 RD 75+800 Section-4.
Use of PPEs by the paving crew for laying
down hot mixed asphalt on the road



Khojak pass section of the road. (Picture taken
During the previous quarter).



Dated 08.01.2015 RD 98+100.
The water sprinkled on the road to control the
dust pollution in Khojak Pass area.

ANNEXURE-III

Lab. Test Reports

Section – 2

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2014 FOR SECTION - 2												
ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
A S P H A L T	Prime Coat	Rate of Application	0	0	0	0	0	0	0	0	0	Work was stopped in mid Nov due to cold weather
		Temprature	0	0	0	0	0	0	0	0	0	
	Tack Coat	Rate of Application	0	0	0	3	3	0	3	3	0	
		Temprature										
	Asphaltic Base Course (ACBC)	Stability	3	3	0	6	6	0	9	9	0	
		Loss of Stability	3	3	0	12	12	0	15	15	0	
		Flow Test	3	3	0	6	6	0	9	9	0	
		Air Voids %	3	3	0	6	6	0	9	9	0	
		Extraction (Bitumen %)	6	6	0	2	2	0	8	8	0	
		Grading	6	6	0	2	2	0	8	8	0	
		Gmm Test	3	3	0	2	2	0	5	5	0	
		Density	3	3	0	18	18	0	21	21	0	
		Coring	17	17	0	7	7	0	24	24	0	
		Thickness	17	17	0	7	7	0	24	24	0	
	Asphaltic Wearing Course (ACWC)	Stability	3	3	0	12	12	0	15	15	0	
		Loss of Stability	3	3	0	24	24	0	27	27	0	
		Flow Test	3	3	0	12	12	0	15	15	0	
		Air Voids %	3	3	0	18	18	0	21	21	0	
		Extraction (Bitumen %)	8	8	0	4	4	0	12	12	0	
		Grading	5	5	0	4	4	0	9	9	0	
		Gmm Test	1	1	0	4	4	0	5	5	0	
		Density	1	1	0	36	36	0	37	37	0	
		Coring	25	25	0	32	32	0	57	57	0	
		Thickness	25	25	0	32	32	0	57	57	0	

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2014 FOR SECTION - 2												
ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
C O N C R E T E	Fine Aggregate for Concrete	Sieve Analysis	7	7	0	7	7	0	14	14	0	
		Finess modulus	0	0	0	0	0	0	0	0	0	
		Absorption	0	0	0	0	0	0	0	0	0	
		Sand Equivalent	0	0	0	2	2	0	2	2	0	
		Organic Impurities	0	0	0	0	0	0	0	0	0	
	Coarse Aggregate for Concrete	Sieve Analysis	4	4	0	3	3	0	7	7	0	
		Abrasion	0	0	0	0	0	0	0	0	0	
	Concrete Compressive Strength	LEAN CONCRETE	3	3	0	12	12	0	15	15	0	
		CLASS "B" CONCRETE	2	2	0	6	6	0	8	8	0	
		CLASS "A-1" CONCRETE	16	15	1	33	33	0	49	48	1	Blend was revised
Slump		7	7	0	9	9	0	16	16	0		

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2014 FOR SECTION - 2

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
Drain	Bricks	Compressive Strength	0	0	0	11	11	0	11	11	0	
		Absorption	0	0	0	11	11	0	11	11	0	
	NGC/Sub Grade Earthfill & Cut Material	Gradation	2	2	0	7	7	0	9	9	0	
		Plasticity Index	1	1	0	6	6	0	7	7	0	
		M.D.D	1	1	0	3	3	0	4	4	0	
		CBR Test	0	0	0	0	0	0	0	0	0	
	Sub Base	Gradation	0	0	0	2	2	0	2	2	0	
		Plasticity Index	0	0	0	0	0	0	0	0	0	
		M.D.D	0	0	0	1	1	0	1	1	0	
		CBR Test	0	0	0	0	0	0	0	0	0	
		Abrasion	0	0	0	0	0	0	0	0	0	

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2014 FOR SECTION - 2

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
	Agg.Base Coarse	Gradation	6	5	1	9	9	0	15	14	1	
		Abrasion	1	1	0	3	3	0	4	4	0	
		Sand Equivalent	0	0	0	1	1	0	1	1	0	
		Plasticity Index	1	1	0	4	4	0	5	5	0	
		Proctor	1	1	0	3	3	0	4	4	0	
		CBR Test	0	0	0	1	1	0	1	1	0	
	FIELD DENSITY TEST	Backfill	0	0	0	27	27	0	27	27	0	
		NGC	0	0	0	1	1	0	1	1	0	
		EMBANKMENT/E.Fill	0	0	0	18	18	0	18	18	0	
		SUB GRADE	2	2	0	58	47	11	60	49	11	retested OK
		SUB BASE	0	0	0	0	0	0	0	0	0	
		AGG.BASE COURSE	15	14	1	14	10	4	29	24	5	retested OK

Total Number of Tests	From previous Quarter			This Quarter			Up to Date status			Remarks
	Total No of Tests			Total No of Tests			Total No of Tests			
Description	Total	Pass	Fail	Total	Pass	Fail	Total	Pass	Fail	
Independently	0	0	0	0	0	0	0	0	0	
Jointly	210	207	3	507	492	15	717	699	18	1. All FDT Tests have been performed jointly. 2. All other Tests have been performed in AGES Lab after mid Nov 2014.

Prepared By:
SLTChecked By:
MEVerified By:
MS

Section – 4

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2015 FOR SECTION - 4												
ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
A S P H A L T	Prime Coat	Rate of Application	8	8	0	0	0	0	8	8	0	
		Temprature	8	8	0	0	0	0	8	8	0	
	Tack Coat	Rate of Application	8	8	0	12	12	0	20	20	0	
		Temprature										
	Asphaltic Base Course (ACBC)	Stability	14	14	0	6	6	0	20	20	0	
		Loss of Stability	14	14	0	12	12	0	26	26	0	
		Flow Test	14	14	0	6	6	0	20	20	0	
		Air Voids %	14	14	0	6	6	0	20	20	0	
		Extraction (Bitumen %)	14	14	0	2	2	0	16	16	0	
		Gradation	14	14	0	2	2	0	16	16	0	
		Gmm Test	14	14	0	2	2	0	16	16	0	
		Density	14	14	0	18	18	0	32	32	0	
		Coring	51	51	0	18	18	0	69	69	0	
		Thickness	51	51	0	18	18	0	69	69	0	
	Asphaltic Wearing Course (ACWC)	Stability	4	4	0	36	36	0	40	40	0	
		Loss of Stability	4	4	0	12	12	0	16	16	0	
		Flow Test	4	4	0	12	12	0	16	16	0	
		Air Voids %	4	4	0	12	12	0	16	16	0	
		Extraction (Bitumen %)	4	4	0	4	4	0	8	8	0	
		Gradation	4	4	0	4	4	0	8	8	0	
		Gmm Test	4	4	0	4	4	0	8	8	0	
		Density	4	4	0	36	36	0	40	40	0	
		Coring	70	70	0	6	6	0	76	76	0	
		Thickness	70	70	0	6	6	0	76	76	0	

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2015 FOR SECTION - 4												
ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
C O N C R E T E	Fine Aggregate for Concrete	Sieve Analysis	18	14	4	23	23	0	41	37	4	
		Finess modulus	2	2	0	0	0	0	2	2	0	
		Sand Equivalent	2	2	0	0	0	0	2	2	0	
		Organic Impurities	0	0	0	0	0	0	0	0	0	
	Coarse Aggregate for Concrete	Sieve Analysis	17	17	0	29	29	0	46	46	0	
		Soundness	1	1	0	0	0	0	1	1	0	
		Abrasion	3	3	0	1	1	0	4	4	0	
	Concrete Compressive Strength	LEAN CONCRETE	2	2	0	33	33	0	35	35	0	
		CLASS "B" CONCRETE	7	7	0	33	33	0	40	40	0	
		CLASS "A-1" CONCRETE	13	12	1	105	105	0	118	117	1	
Slump Test		19	19	0	56	56	0	75	75	0		

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2015 FOR SECTION - 4

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
	Steel Bar	Tensile Strength	0	0	0	18	18	0	18	18	0	
		Elongation	0	0	0	0	0	0	0	0	0	
		Bend	0	0	0	0	0	0	0	0	0	
		Per Unit Weight	0	0	0	15	15	0	15	15	0	
Drain	Bricks	Compressive Strength	30	27	3	44	44	0	74	71	3	
		Absorption	10	9	1	30	30	0	40	39	1	
	NGC/Sub Grade Earthfill & Cut Material	Gradation	4	4	0	3	3	0	7	7	0	
		Plasticity Index	2	2	0	2	2	0	4	4	0	
		M.D.D	3	3	0	3	3	0	6	6	0	
		CBR Test	2	2	0	0	0	0	2	2	0	
	Sub Base	Gradation	12	12	0	28	28	0	40	40	0	
		Plasticity Index	2	2	0	4	4	0	6	6	0	
		M.D.D	4	4	0	4	4	0	8	8	0	
		CBR Test	2	2	0	2	2	0	4	4	0	
		Abrasion	3	3	0	9	9	0	12	12	0	
		Sand Equivalent	2	2	0	4	4	0	6	6	0	

SUMMARY OF LABORATORY TESTS CARRIED OUT UP-TO MARCH 31, 2015 FOR SECTION - 4

ITEM	DESCRIPTION OF MATERIAL	TEST ITEM	PREVIOUS QUARTER			THIS QUARTER			TOTAL UP-TO DATE			REMARK
			NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	NO OF TEST	PASSED	FAILED	
	Agg. Base Coarse	Gradation	15	15	0	20	20	0	35	35	0	
		Abrasion	5	5	0	18	18	0	23	23	0	
		Specific Gravity	1	1	0	0	0	0	1	1	0	
		Sand Equivalent	2	2	0	0	0	0	2	2	0	
		Plasticity Index	3	3	0	2	2	0	5	5	0	
		Proctor	1	1	0	1	1	0	2	2	0	
		CBR Test	1	1	0	2	2	0	3	3	0	
	FIELD DENSITY TEST	Backfill	0	0	0	5	5	0	5	5	0	
		NGC	0	0	0	9	9	0	9	9	0	
		EMBANKMENT/E.Fill	10	10	0	17	17	0	27	27	0	
		SUB GRADE	28	21	7	22	18	4	50	39	11	
		SUB BASE	7	6	1	72	55	17	79	61	18	
		AGG. BASE COURSE	86	52	34	92	54	38	178	106	72	
	Rip Rap	Specific Gravity	0	0	0	74	74	0	74	74	0	
		Absorption	0	0	0	74	74	0	74	74	0	
		Abrasion	0	0	0	36	36	0	36	36	0	

Total Number of Tests	From previous Quarter			This Quarter			Up to Date status			Remarks
	Total No of Tests			Total No of Tests			Total No of Tests			
Description	Total	Pass	Fail	Total	Pass	Fail	Total	Pass	Fail	
Jointly	729	678	51	1124	1065	59	1853	1743	110	1. All FDT Tests have been performed jointly. 2. All other Tests have been performed in AGES Lab after mid Nov 2014. 3. 108 Nos of FDT retested & found OK. 4. 01 no of Sub Base FDT & 01 no of ABC FDT not yet retested.

Prepared By: SLT

Checked By: ME

Verified By: MS



DEPARTMENT OF CIVIL ENGINEERING
UNIVERSITY OF ENGINEERING AND TECHNOLOGY PESHAWAR.
DEPARTMENT OF CIVIL ENGINEERING
TEST REPORT

Test: Tensile Strength (DEF BARS)

Test No. 00373/2015

Agency: Engr. Saleem Raza, Project Manager, AGES KQC
RP Quetta.

Reference No: AGES/CMEP/KQC/42

Letter Date: 11/2/2015

Kalat Quetta Chaman Road Project Balochistan N-25.

Letter Received on: 13/02/2015

Sample Received on: 13/02/2015

Sample Testing Date: 16/02/2015

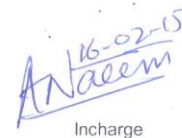
S. No.	Dia (mm) (Nominal)	Yield Strength (Psi)	Ultimate Strength (Psi)	Percentage Elongation	Effective Dia (mm)	Weight (lb/ft)
1 (DEF)	25.000	70243	98482	O.G	25.2633	2.6425
2 (DEF)	25.000	73151	108235	14.8	25.2513	2.6400
3 (DEF)	25.000	76469	109710	15.6	25.1958	2.6284
4 (DEF)	20.000	63091	88929	14.8	19.9194	1.6428
5 (DEF)	20.000	71559	95092	12.5	19.4599	1.5679
6 (DEF)	20.000	67354	90950	10.2	20.0179	1.6591
7 (DEF)	16.000	71203	93222	13.3	15.9179	1.0491
8 (DEF)	16.000	63658	86035	13.3	16.1446	1.0792
9 (DEF)	16.000	66154	87540	14.1	15.9405	1.0521
10 (DEF)	12.000	86535	100381	10.9	12.1048	0.6067
11 (DEF)	12.000	87686	102176	11.7	12.0422	0.6004
12 (DEF)	12.000	87883	100580	13.3	12.0630	0.6025
13 (DEF)	10.000	75232	93161	11.7	10.1514	0.4267
14 (DEF)	10.000	74134	91854	10.9	10.0089	0.4148
15 (DEF)	10.000	75935	93512	10.2	10.1514	0.4267
		Gauge Length = 8				
		10-12-14-16-18-20-22-24-26-28-30-32-34-36-38-40-42-44-46-48-50-52-54-56-58-60-62-64-66-68-70-72-74-76-78-80-82-84-86-88-90-92-94-96-98-100				

Note: O.G, Fracture outside gauge length.

Disclaimer: This Report states the result (s) of the test (s) performed on the materials as received by the laboratory from the above stated 'Agency'. Verification, certification or acknowledgement of the origin or association of the material being tested to a particular project or site is beyond the responsibility of this department.


Testing Officer

MR. MOHAMMAD ADIL
Testing Officer-III
Material Testing Lab.
Dept. of Civil Engg. UET Peshawar


Incharge

DR. AKHTAR NAEEM
Incharge
Material Testing Lab
Dept. of Civil Engg. UET Peshawar

FROM : RAZAQUE STEELS

FAX NO. : 0092 21 32563594

23 Apr. 2014 3:00PM P1



N.E.D University of Engineering and Technology
Department Of Civil Engineering
Material Testing Laboratory

Test Results for Testing of Steel Reinforcing Bars

Name of Customer	M/S 760 Construction Team Engineers, FWO-Quetta
No of Specimen	08 (Razaque Steel Mills, Karachi)
Standard Test Method	ASTM A370-03a
Name of Project	KQC (N-25)
Type of Specimens	Deformed Steel Reinforcing Bars
Date of Testing	22-04-2014
Type of Testing	Tensile Properties
Note	1) Results pertain to the samples supplied to the laboratory. 2) The samples have been consumed during testing.

Results:

S.No	Nominal Size (mm)	Wt/L (kg/m)	Cross Sectional Area (mm ²)	Gauge Length (mm)	Yield/Proof Load (kN)	Yield/Proof Strength (N/mm ²)	Max. Load (kN)	Ultimate Tensile Strength (N/mm ²)	Elongation (%)	Bend Test at 180°
1-1	10	0.638	81.273	200	38.109	469	59.0937	727	14.00	O.K
1-2	10	0.646	82.348	200	38.141	463	59.0781	717	11.00	
2-1	12	0.895	114.015	200	55.5312	487	68.8125	604	16.50	
2-2	12	0.851	108.440	200	50.3593	464	70.6093	651	19.50	
3-1	16	1.549	197.261	200	97.1875	493	120.046	609	16.50	
3-2	16	1.551	197.610	200	91.2031	462	115.953	587	14.50	
4-1	20	2.507	319.368	200	158.015	495	209.171	655	12.00	
4-2	20	2.350	299.363	200	137.087	460	190.281	636	16.50	

Prepared By:

Verified By:

Supervised By:

Amir Nizam

Sr. Laboratory

A.T. Sani



STRUCTURAL ENGINEERING DIVISION
Test Floor Laboratory
Department of Civil Engineering
University of Engineering and Technology Lahore, 54890
Pakistan. Ph: 92-42-99029202

ORIGINAL
A carbon copy
of the report has
been retained in
the lab for
record

7570

To,
Project Manager Officer KOC (N-25)
C/O 760 Construction Team Engineers
FWO Bungalow # 158 Quetta Club Road

Reference # CED/TFL 18563 (Dr. Azhar)
Reference of the request letter # 607/Proj/KQC

Dated: 24-04-2014

Dated: 21-04-2014

Tension Test Report (Page -1/1)

Date of Test 25-04-2014

Gauge length 8 inches

Description Deformed Steel Bar Tensile and Bend Test as per ASTM-A615

Sr. N.	Weight (lbs/ft)	Diameter/ Size		Area (in ²)		Yield load (kg)	Breaking Load (kg)	Yield Stress (psi)		Ultimate Stress (psi)		Elongation (inch)	% Elongation	Remarks
		Nominal (mm)	Actual (inch)	Nominal	Actual			Nominal	Actual	Nominal	Actual			
1	0.429	10	0.401	0.11	0.126	4700	5200	94200	82110	104200	90900	0.85	10.6	
2	0.433	10	0.403	0.11	0.127	4500	5300	90200	77940	106200	91800	0.90	11.3	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	

Note: only two samples for tensile and one sample for bend test

Bend Test

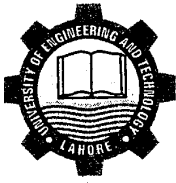
mm Dia Bar Bend Test Through 180° is Satisfactory

You can see your reports on Internet on the following web site
http://www.uet.edu.pk/faculties/facultiesinfo/departments/testing_reports
The above results pertain to sample /samples supplied to this laboratory.
Sealed sample / Unsealed sample / Marked sample / Signed Samples

I/C Testing Laboratories
UET Lahore, Pakistan.

25/04/14

TEST FLOOR LAB



TEST REPORT

STRENGTH OF MATERIALS LABORATORY

CIVIL ENGINEERING DEPARTMENT

University of Engineering & Technology, Lahore-54890. Pakistan
Phone Number +92-42-37065015

ORIGINAL
A carbon copy of
the report has
been retained in
the lab for record.

Sr. No: **201**

Syed Hassan Abbas Zahidi
Project Manager, FWO Quetta

Test Performed By: Dr. /Engr. Arosha Butt

Client Reference: 607/Proj/KQC

SOM Lab Ref: 3512-

Dated: 21-4-2014

Dated: 23-4-2014

Test: Tension Test & Bend Test

Test Specification: ASTM-A-615

Gauge Length: 200 mm

Sample Type: M S Deformed bar

S.No.	Weight	Dia.		Area		Yield Load	Ultimate Load	Yield Stress		Ult. Stress		Elongation	Gauge Length	%age Elongation	Remarks
		Nominal	Calculated	Nominal	Calculated			(according to nominal area)	(according to measured area)	(according to nominal area)	(according to measured area)				
	kg/m	mm	mm	mm ²	mm ²	kN	kN	MPa	MPa	MPa	MPa	mm	mm	%	
1	3.878	25	25.08	491	494	262.70	334.20	535	532	681	677	35.0	200	17.5	
2	3.899	25	25.15	491	497	268.70	334.70	547	542	682	674	37.5	200	18.8	
3	2.263	20	19.16	314	288	165.50	215.70	527	575	687	749	35.0	200	17.5	
4	2.262	20	19.15	314	288	164.50	215.50	524	571	686	748	32.5	200	16.3	
5	1.553	16	15.87	201	198	103.00	156.50	512	521	778	792	32.5	200	16.3	
6	1.651	16	16.36	201	210	110.20	132.50	548	524	659	631	37.5	200	18.8	
7	0.993	12	12.69	113	126	67.50	81.00	597	534	716	641	35.0	200	17.5	
8	0.997	12	12.72	113	127	66.50	82.00	588	524	725	646	35.0	200	17.5	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

BEND TEST:

Sr. # 1	Sample bend through 180 degrees Satisfactorily without any crack	Note:- Only Twelve Samples Received and Tested
Sr. # 3	Sample bend through 180 degrees Satisfactorily without any crack	
Sr. # 5	Sample bend through 180 degrees Satisfactorily without any crack	
Sr. # 7	Sample bend through 180 degrees Satisfactorily without any crack	

Note: Please always confirm the results of above report on web www.uet-civil.edu.pk

OFFICIAL SEAL

Note:

25/04/2014

Arosha Butt

25/04/2014

CIVIL ENGINEERING DEPT.
STRENGTH OF MATERIALS LAB

OFFICIAL SEAL

**Balochistan University of Information Technology
Engineering and Management Sciences, Quetta.
Department of Civil Engineering, Quetta**



To

Manager Quality Assurance
AGES KQC RP Quetta

Kindly refer to your letter Ref. No. AGES / CMEP/KQC /36 Dated 9 February 2015 for the required testing of deformed bars (Amerali)

Quantity	Description	Unit Price (PKR)	Total (PKR)
3	13mm deformed bars tensile test (Amerali)	1200	3600
	Rupees three thousand six hundred only		3600/-
Remarks: the material test of 10 mm samples could not be taken up due to unavailability of Mechanical Grips The cost of test inclusive of Tax @ the prescribed rate			

Dated: _____

Chairperson Department of Civil Engineering

BUIEMS, Quetta



Reference Standard: ASTM A-615

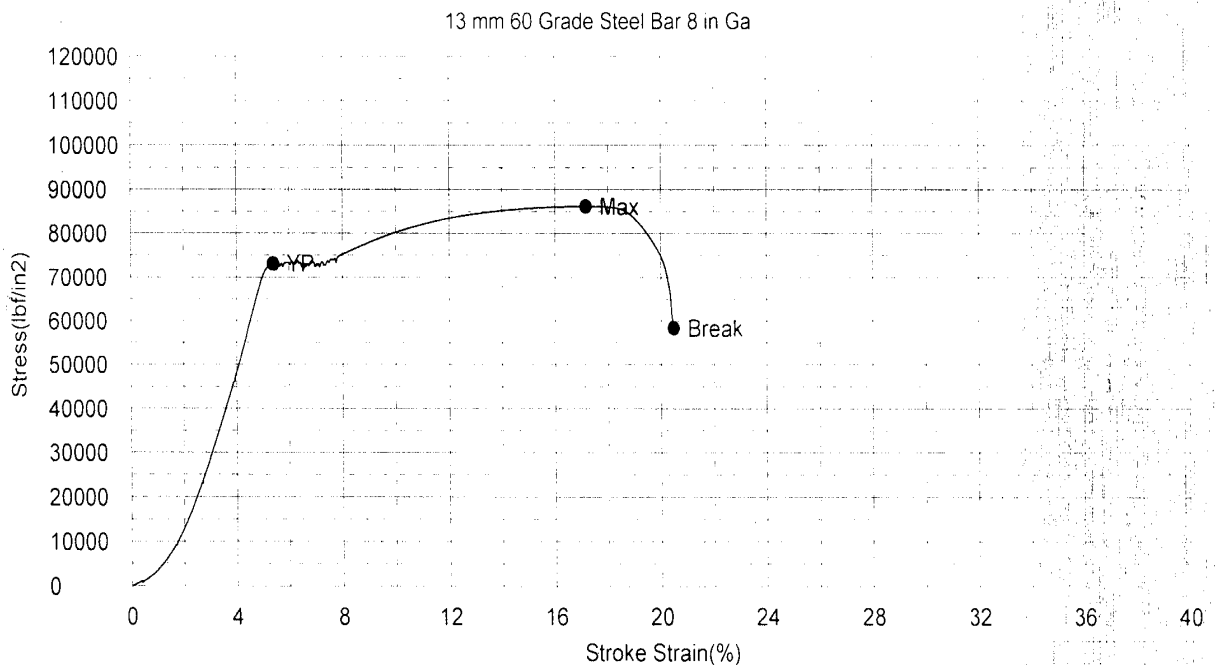
Tensile Test of Steel Bar 13 mm dia with (203mm) 8 in gauge length Ambreli Karachi Grade 60

Date : 2015/02/09
Operator :
Humidity :

File Name :
Temperature :

Shape: Rod

	Diameter	Gauge Length			
Units	in	in			
1 - 1	0.5118	8.0000			
Name	YP_Force	YP_Displacement	YP_Stress	YP_Strain	Max_Force
Parameter	0.1 %/FS	0.1 %/FS	0.1 %/FS	0.1 %/FS	
Units	lbf	in	lbf/in ²	%	lbf
1 - 1	15047.5	0.43197	73143.3	5.39961	17742.8
Name	Max_Displacement	Max_Stress	Max_Strain	Break_Force	Break_Displacement
Units	in	lbf/in ²	%	lbf	in
1 - 1	1.37260	86244.4	17.1575	12013.0	1.63852
Name	Break_Stress	Break_Strain			
Units	lbf/in ²	%			
1 - 1	58393.1	20.4815			



Comment



Signature

Reference Standard: ASTM A-615

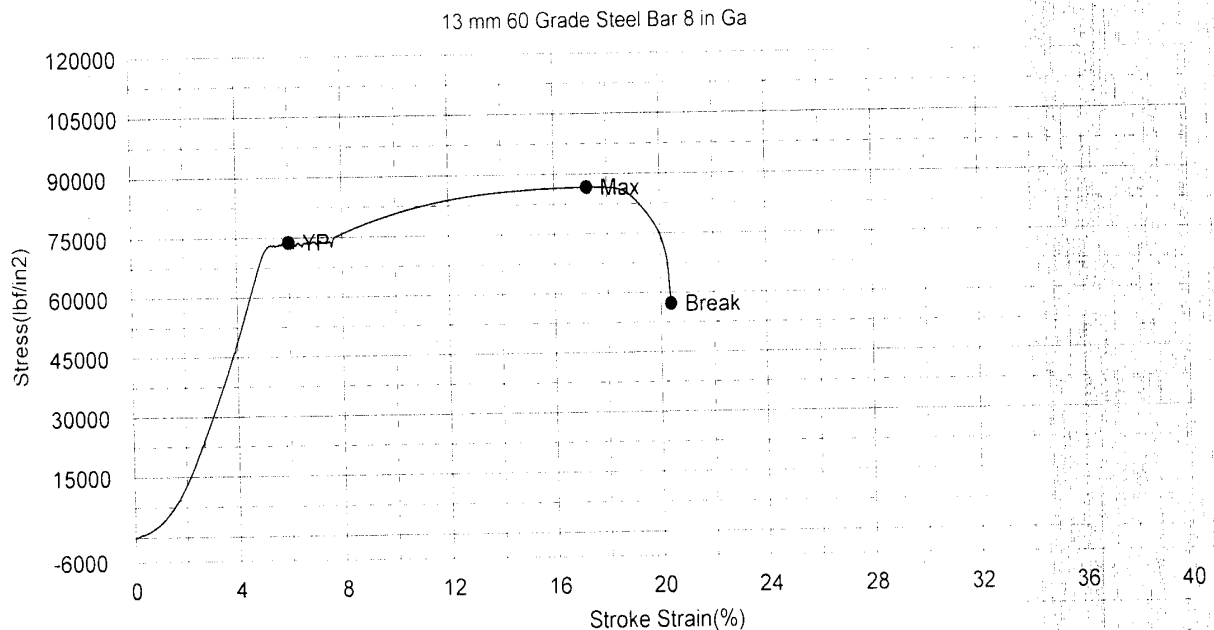
Tensile Test of Steel Bar 13 mm dia with (203mm) 8 in gauge length Ambreli Karachi Grade 60

Date : 2015/02/09
Operator :
Humidity :

File Name :
Temperature :

Shape: Rod

	Diameter	Gauge Length			
Units	in	in			
1 - 1	0.5118	8.0000			
Name	YP_Force	YP_Displacement	YP_Stress	YP_Strain	Max_Force
Parameter	0.1 %/FS	0.1 %/FS	0.1 %/FS	0.1 %/FS	
Units	lbf	in	lbf/in2	%	lbf
1 - 1	15185.9	0.47860	73816.0	5.98253	17846.7
Name	Max_Displacement	Max_Stress	Max_Strain	Break_Force	Break_Displacement
Units	in	lbf/in2	%	lbf	in
1 - 1	1.37833	86749.7	17.2291	11789.6	1.63067
Name	Break_Stress	Break_Strain			
Units	lbf/in2	%			
1 - 1	57307.3	20.3834			



Comment



[Handwritten signature]

Reference Standard: ASTM A-615

Tensile Test of Steel Bar 13 mm dia with (203mm) 8 in gauge length Ambreli Karachi Grade 60

Date : 2015/02/09

File Name :

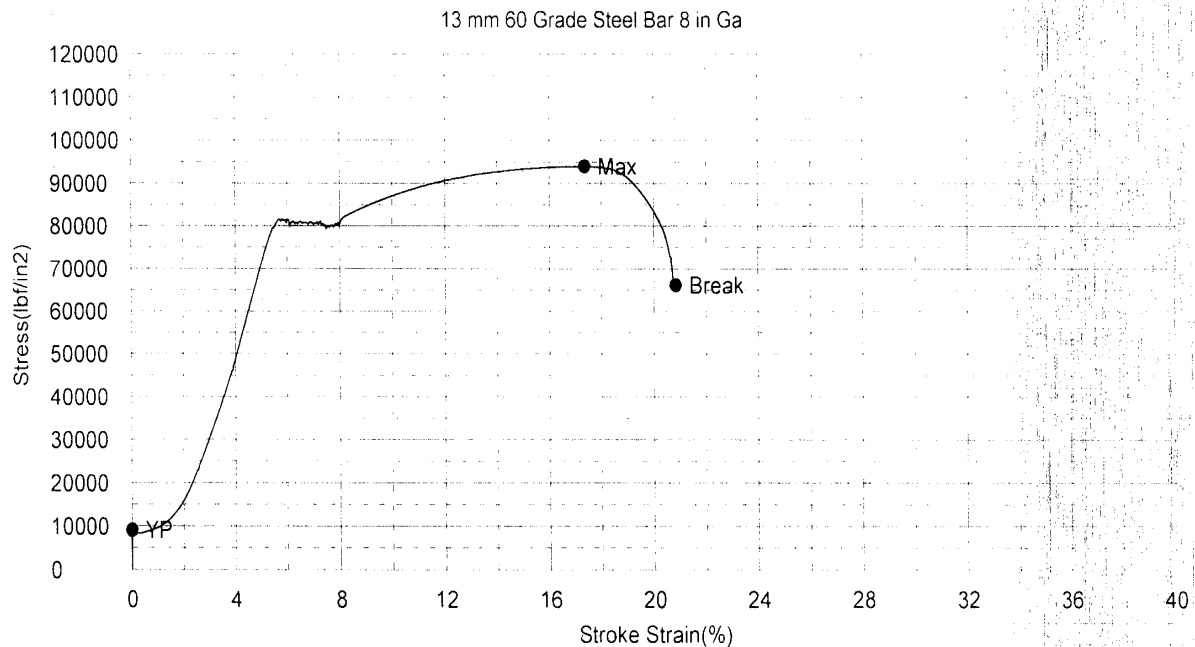
Operator :

Temperature :

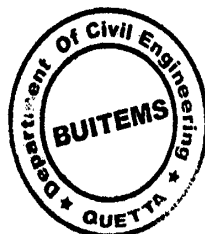
Humidity :

Shape: Rod

	Diameter	Gauge Length			
Units	in	in			
1 - 1	0.5118	8.0000			
Name	YP_Force	YP_Displacement	YP_Stress	YP_Strain	Max_Force
Parameter	0.1 %/FS	0.1 %/FS	0.1 %/FS	0.1 %/FS	
Units	lbf	in	lbf/in2	%	lbf
1 - 1	1876.20	0.00020	9119.87	0.00246	19343.3
Name	Max_Displacement	Max_Stress	Max_Strain	Break_Force	Break_Displacement
Units	in	lbf/in2	%	lbf	in
1 - 1	1.38827	94024.1	17.3533	13616.7	1.66646
Name	Break_Stress	Break_Strain			
Units	lbf/in2	%			
1 - 1	66188.2	20.8307			



Comment



A. Ag.



N.E.D University of Engineering and Technology
Department Of Civil Engineering
Material Testing Laboratory

Results for Testing of Reinforced Concrete Pipe

Name of Customer	M/S FWO 760 CTE
No of Specimen	02
Type of Specimens	Reinforced Concrete Sewer/Drainage Pipe
Name of Project	Construction of Culverts at KQC (N-25) Road
Date of Testing	20-01-2014
Type of Testing	Load Crushing Strength by Three-Edge Bearing Method

Results:

Specimen #	01	02	
Diameter (ft)	2.000	3.000	✓
Wall Thickness (inch)	3.213	4.349	✓
Length (ft)	2.500	3.500	✓
Load at first crack (lbs)	15288	17536	✓
Ultimate Load (lbs)	17536	20234	✓
Crushing Strength per linear ft (lbs/ ft)	7014	5781	✓
D-Load Strength at first crack in pounds per linear foot per foot of inside diameter	3058	1670	✓
Ultimate D-Load Strength in pounds per linear foot per foot of inside diameter	3507	1927	✓

Prepared By:

Amir Nizam
Sr. Laboratory Engineer

Verified By:

A.J. Sangi
Professor

Supervised By:

Dr. Asad-ur-Rehman
Testing Supervisor



ANNEXURE-IV

SECURITY REPORT

KALAT-QUETTA-CHAMMAN (ROAD PROJECT)**QUARTERLY SECURITY REPORT- QUARTER ENDING MARCH 2015****1. General**

Generally the security situation in Balochistan Province is improving probably it is the result of massive drive launched by the Security Forces all over Pakistan against terrorism in rural as well as urban areas. It has been observed that the frequency of criminal activities in area of KQC Road Project has so far decreased. The terrorist/Criminals have either gone into hibernation or their capabilities have been badly damaged particularly in rural areas. However in Northern Balochistan ie the areas of Loralai, Zhob, Killa Saifullah there are some groups of terrorist who are still active frequently resort to attacking Check Post of Levies and FC.

2. Incidents Occurred During Current Quarter**a. Quetta- Chamman Axis**

1. On 07 Jan 2015, Security Forces carried out a search operation in surrounding area of Chamman and arrested a Terrorist Commander along with five other belonging to a banned organization. They were moved to unknown place for interrogation.
2. On 10 Jan 2015, two dead bodies were found near Pishin . The deceased were badly tortured to death.
3. On 23 Jan 2015, some unknown miscreants snatched a car from a person named Haji Abdul Haleem near Killa Abdullah. They also manhandled and on resistance injured him by firing. No arrest reported.
4. On 30 Jan 2015, the Security Forces carried out an operation in Gulistan and recovered a large cache of arms and ammunition. Four persons have been arrested.
5. On 09 Feb 2015, Levies Police Chamman arrested an Afghan National Mr Jamil Khan from Mir Khan Road Chamman and recovered two teen aged brother from his custody. These brothers were kidnapped from Quetta few weeks back. The Offender was taken to Police Station for interrogation.
6. On 10 Feb 2015, some unknown armed personnel fired indiscriminately and killed an Afghan National near Boghra Village Chamman and fled away.
7. On 22 Feb 2015, some unknown miscreants planted a 4 KG bomb, on Gas Line close to "Old Custom House Chamman". On information the Bomb Disposal Squad defused it. No arrest reported.
8. On 22 Feb 2015, the Levies Police Chamman arrested 09 x Afghan National who were illegally trying to enter into Pakistan.
9. On 23 Feb 2015, a car bomb exploded on Taj Road Chamman. Resultantly one child killed and thirteen other got injured. No arrest reported.
10. On 24 Feb 2015, a bomb planted by the terrorist exploded in Chamman. Resultantly one person died and seven injured. About six vehicles badly damaged. No arrest reported.
11. On 02 Mar 2015, Chamman Levies carried out raids in Guldara Baghicha, Syed Hameed Cross and Rehman Kholon. They recovered three persons who were kidnapped from different areas of Balochistan and arrested thirty miscreants. Five

stolen cars, thirteen motor Cycles, six Pistols and one AK47 were also recovered from the miscreants.

12. On 02 Mar 2015, some unknown motor cyclists fired and killed two brothers who were coming from Afghanistan in their car. No arrest reported.
13. On 25 Mar 2015, Chamman Police captured a suspicious car and recovered illegal Indian Currency amounting Rs 700000/-. Seven people were arrested.
14. On 25 Mar 2015, a dead body of Mr Jamal Ud Din Tajik, 40 Years of age was found from Bogra Graveyard Chamman. He was kidnapped by some unknown miscreants a day before while going to Quetta.

b. Quetta- Kalat Axis

1. On 07 Jan 2015, Security Forces carried out a search operation in area Mastung and exchange of fire took place between Security Forces and the miscreants. Resultantly one security person died. Two miscreants arrested and taken to Police Station for interrogation.
2. On 16 Jan 2015, some unknown miscreant kidnapped driver of District Police Officer Mastung and taken along. No arrest reported.
3. On 17 Jan 2015, the terrorist exploded a remote control bomb near Neymuragh a place near Kalat. The bomb was planted on roadside. Three persons sustained injuries and a vehicle was destroyed. No arrest reported.
4. On 28 Jan 2015, some unknown miscreants set a passenger Coach on fire near Khuzdar.
5. On 10 Feb 2015, some unknown miscreants fired on FC Check Post in Mastung area and fled away. No arrest reported.
6. On 23 Feb 2015, two motorcyclists fired and killed one person in Kalat. The miscreants fled away and no arrest reported.
7. On 04 Mar 2015, unknown miscreant fired on FC Vehicles and fled away on their Motor Cycles. No arrest reported.
8. On 10 Mar 2015, Two motor Cyclist fired on a Civil Coach near Mangochar resultantly driver and a passenger sustained injuries. They were evacuated to hospital. No arrest reported.
9. On 18 Mar 2015, some unknown miscreants fired on a civil truck near Bubri, resultantly driver got killed. The miscreants fled away on their motor cycles.
10. On 18 Mar 2015, a dead body was found from Naimurgh near Kalat. The body identified of one named Abdul Aziz Sasoli. No arrest reported.
11. On 29 Mar 2015, Security Forces carried out search operation /raid in General area of Mangocher. An extensive exchange of fire took place between Security Forces and the terrorist. Resultantly 04xTerrorist were killed while several arrested. A huge cache of Arms, ammunition and explosive recovered from them.

3. Quetta City

1. On 04 Jan 2015, some unknown miscreant targeted Mr Munir Ahmed on Saryab Road and killed him. No arrest reported.

2. On 07 Jan 2015, Security Forces along with the Police carried out a search operation in Pushtoon Abad Quetta and arrested 12x Afghan National. They were taken to unknown place for interrogation.
3. On 09 Jan 2015, a bomb exploded on Prince Road during rush hours resulting death of 05xPersons while injuring several. The bomb was planted in a Cycle. No arrest reported.
4. On 09 Jan 2015, some unknown miscreants threw hand Grenade on the house of Mr Muhammad Akbar, Asst Estate Office located in Wahdat Colony and vanished. No loss reported.
5. On 12 Jan 2015, the Security Forces carried out a search operation in Hazar Ghanji Area basing on confirmed intelligence report and arrested 01xSuicidal Bomber and Three Taliban including one commander. One suicidal Jacket, large quantity of explosive and cache of arms /ammunition recovered. The terrorist were taken to unknown place for further interrogation.
6. On 17 Jan 2015, two persons were kidnapped who were travelling in a bus coming from Taftan. The terrorist segregated them from rest of the passenger and took them along. No arrest reported.
7. On 08 Feb 2015, the Police carried out a search operation in Brewery Area and arrested a group who were involved in Car snatching and other crimes. Five Afghan Nationals were also arrested and weapons were recovered from them.
8. On 10 Feb 2015, some unknown miscreants tried to snatch a car from Mr Mehmood Nawaz resident of Saryab Road Quetta and on failing injured him.
9. On 16 Feb 2015, the Security Forces carried out an operation on Mastung Road Quetta with the aim to arrest Mr Usman Saifullah, a wanted terrorist of banned organization who was "Master Mind" of Shikarpur Bomb blast on "Imamia Imambargah" in which more than thirty people were killed. An exchange of fire took place and the wanted terrorist was killed by the Security Forces.
10. On 22 Feb 2015, some unknown miscreants fired on a Police Constable near Eastern Bypass and injured him. The miscreants fled away and no arrest reported.
11. On 05 Mar 2015, Security Forces carried out a search operation in area of Eastern Bypass and arrested 18x Afghan National. A large quantity of arms and ammunition was also recovered from them. They were taken to unknown place for the interrogation.
12. On 15 Mar 2015, Security Forces carried out a search operation in Hazar Ganji and surrounding area of Western Bypass. 09x Afghan Nationals were arrested and huge quantity of explosive along with arms and drugs were recovered. The culprits were taken to unknown place for interrogation.
13. On 18 Mar 2015, FC and Police carried out a search operation on Joint Road Quetta and arrested eight persons who were taken to police station for interrogation.
14. On 20 Mar 2015, Security Forces carried out a search operation in area of Mirri Camp located on Western Bypass and recovered huge cache of arms and ammunition which was buried in ground. No arrest reported.
15. On 20 Mar 2015, some unknown motor cyclists threw acid on pedestrian in general area of Kechi Beg and vanished. No arrest reported.
16. On 25 Mar 2015, Security Forces carries out a search operation on Saryab Road and surrounding areas and arrested 16xAghan Nationals. A huge cache of Arms and ammunition recovered from them. They were shifted to unknown place for further interrogation.

17. On 26 Mar 2015, some unknown miscreants fired and killed one person named Shakir zai. The culprits vanished from the scene. No arrest reported.

4. A comparison of incidents occurred in area of KQC Project for Quarter Ending Dec 2014 with Quarter Ending Mar 2015 is given below which clearly indicate declines in criminal activities:

a. <u>Quetta- Chamman Axis</u>	<u>Qtr Ending Dec 2014</u>	<u>Qtr Ending Mar 2015</u>
1. Firing On NATO Containers	2	-
2. Firing on FC Vehs	2	-
3. Tribal Feud	1	-
4. IED Expl	1	-
5. Bomb planted against FC/Govt Offices	1	3
6. Target killing/Firing	4	2

5. Quetta- Kalat Axis

1. Firing on NATO Containers	2	-
2. Firing on FC vehs/Posts	2	1
3. Firing on Civil Vehs	2	1
4. Firing on Police	2	-
5. IED Expl on FC	1	-
6. Linguistic Violence	1(8xKilled)	-
7. Rocket Fire on FC Camp	1	-
8. Bomb Expl	1	1
9. Kidnapping	-	1
10. Dead Bodies Found	-	1

6. Quetta City

1. Hand Gren Throwing FC	3	-
2. Kidnapping	2	-
3. Sectarian Violence	1(9xKilled)	-
4. Suicidal Attack on Politician	1	-
5. Car Bomb Expl	1	-
6. Firing on Police	1	1
7. Firing on Polio Team	1(3xLadies Kld)	-
8. Bomb Expl on Govt Servant	1	-
9. Target Killing	2	-
10. Hand Gren Throwing on Civilians	1	1
11. Kidnapping	1	1
12. Car Snatching	2	1

7. Advisory Issued to AGES- KQC (RP) Employees.

A Security Briefing was arranged for complete Field Staff and Security SOPs /Instructions were reviewed. All Field Staff have been advised to strictly follow the SOPs with more letter and spirit.

- a. All Staff to avoid un necessary movement to City, Saryab Road, Hazargunji and Satelite Town Unless unavoidable.
- b. While going to the Field Areas the Staff must wear clothes which merge with the local Population and remain in low profile.
- c. Avoid routine movement of vehicles and time of move. The vehicles detailed for the field must be rotated frequently.
- d. Visit schedule to be kept confidential and must not be discussed with any unauthorized Person. The Principle of “Need to Know” be strictly adopted.
- e. The Security Staff must charge their weapons immediately and cover both flanks once Technical Staff de embark from the vehicles and are busy in monitoring process.
- f. In case a vehicle develop some fault, it should not be left alone rather one Security Guard will always be deputed with the driver and Security Officer informed accordingly.

ANNEXURE-V

MINUTES OF MEETING

Outlook.com Print Message

<https://bay168.mail.live.com/ol/mail.mvc/PrintMessages?mkt=en-pk>

[Print](#)

[Close](#)

Minutes of Meeting : Coordination Meeting 12th March 2015

From: **Saleem Raza** (saleemrz1@hotmail.com)
Sent: Thursday, March 19, 2015 12:59:34 PM
To: KQC Project N25 (epc.n25@gmail.com); kqc760ceg@gmail.com (kqc760ceg@gmail.com)
Cc: azizages@gmail.com (azizages@gmail.com); nasirulmulk@yahoo.com (nasirulmulk@yahoo.com); Tahir Kamran (tahirkamran70@yahoo.com); ishaqkhan74@yahoo.com (ishaqkhan74@yahoo.com); Saeed Rehman (engineersaeedrehman@gmail.com); qaziamanullah.46@gmail.com (qaziamanullah.46@gmail.com); kaleemmnasir@gmail.com (kaleemmnasir@gmail.com); gulkhoso@gmail.com (gulkhoso@gmail.com); ageslabkqc@yahoo.com (ageslabkqc@yahoo.com); ageskqc@yahoo.com (ageskqc@yahoo.com)
1 attachment
Minutes dt 12.03.15 -.docx (64.3 KB)

Dear Sir,

Kindly find enclosed Minutes of Meeting held on 12th March 2015 in the office of AGES Quetta for further action please.

Regards,

Saleem Raza
Project Manager AGES
KQC Road Project
Quetta
+923218001272

MINUTES OF MEETING

Date: 12.03.2015.

Venue: AGES Office Quetta.

Project coordination meeting was held on 12th March, 2015 in the office of AGES Consultants at Quetta.

PARTICIPANTS

1. Mr. Saleem Raza	PM (AGES) KQC Project.
2. Mr. Saeed Rehman	QAM AGES
3. Lt Col Syed Zeshan Wali	PM (FWO) KQC Project
4. Mr. Ramesh Raja	PD NHA.
5. Mr. Gul Sayad	PM (EGC) KQC Project.
6. Mr. Muhammad Kalim Nasir	M&E Specialist (AGES) SEC-2.
7. Qazi Amanullah	M&E Specialist(AGES) SEC-4.
8. Mr. Gul Muhammad Khoso	ECO (AGES).
9. Mr. Masood Ahmed	Material Specialist (AGES).
10. Maj ® Shahid Tanveer	Security Office (AGES).
11. Mr. Muhammad Akmal	CQS (FWO)
12. Mr. Nadeem Aamir	Office Engineer (AGES).
13. Mr. Aurangzeb	Material Engineer (AGES).
14. Mr. Muhammad Zahoor	QS (AGES).
15. Mr. Ghulam Hussain	RE (EGC).
16. Syed Aftab	ARE (ECG).
17. Mr. Khair ul Haq	Material Engineer (ECG).

AGENDA

- Follow up of decisions taken in the Meeting held on 12th February 2015.
- Progress review and issues.
- Any other point with permission of Chair

PROCEEDINGS

- Meeting started with recitation from the Holy Quran. After Recitation and introduction, Project Manager welcomed the participants and review of follow-up of decisions taken in the previous meeting held on 12th Feb 2015 was conducted.

❖ ISSUES/DECISIONS AND THEIR FOLLOW UP**• ISSUE - 1**

PM AGES highlighted that source approval of all construction materials being used in both sections is a pre requisite for certification of IPC and document submitted by FWO is old one and needs to be updated as per site.

DECISION

PM FWO assured that reports of new identified sources will be submitted soon through NHA.

FOLLOW UP

Reports submitted

• ISSUE - 2

PM AGES raised the issue of JMF for ACBC / ACWC and Concrete Mix Design for all classes of concrete for both the sections which is yet not been shared with AGES.

DECISION

PD NHA assured that all the required necessary documents will be shared.

FOLLOW UP

JMF submitted

• ISSUE - 3

PM AGES expressed the need of sharing revised drawings duly approved by the Employer for the following activities:

- I. Earthen dowels showing DST extended up to extreme edges with grass on slopes for both the sections.
- II. Cause Ways of Section – 4 showing NSL.
- III. Retaining walls in Sheela Bagh realigned portion.
- IV. Side drains in Khojak pass area of section – 4.
- V. Structures, profile from Km 107 to Km 116.
- VI. Battery cell culverts Km 68+450 and Km68+950 at section – 4

DECISION

PM FWO responded that revised drawing duly certified by EGC will soon be shared through NHA. PD NHA advised PM EGC to prepare shop drawings wherever required and submit to AGES through his office.

FOLLOW UP

Drawings submitted

- **ISSUE - 4**

Issue of Bridge at Km 79+500 section – 4 was discussed. PD NHA informed the house that Design Engineers from head office have visited the site and design is being prepared and expected to be completed by 15th Feb 2015.

DECISION

NHA will provide design of structure to be built at Km 79+500 by end February.

FOLLOW UP

Design not submitted and PD NHA informed that design will be provided by 15th March 2015

- **ISSUE - 5**

PM AGES shared the observation of AGES Team regarding protection works on D/S of all the Slab / Box Culverts in both the sections, where due to scouring the bed level is lower than the bed level of structures. PD NHA advised PM EGC to suggest corrective measures for the same.

DECISION

Revised drawings for protection work will be shared through NHA to AGES.

FOLLOW UP

Drawings of Section 2 provided but for Section 4 not shared .PM EGC informed that drawings were submitted to NHA on 20th Feb.

PD NHA asked to look into the matter.

- **ISSUE - 6**

Issue of short toe in the embankment slopes was discussed .PD NHA said that due to constraint of ROW in some places, it will not be possible to maintain the desired slope and accordingly revised drawings will be followed.

DECISION

Revised drawings will be approved by NHA and shared with AGES.

FOLLOW UP

Revised drawings not provided.PM FWO assured to do the needful after approval from NHA.

- **ISSUE – 7**

It was discussed that Retaining walls constructed by the previous Contractor have been damaged during hill side cutting by FWO in Khojak Pass section 4. Parapets walls are missing. Some of the retaining walls constructed by the previous Contractor are incomplete. PM FWO said that during course of cutting of Khojak Pass, due to movement of heavy

machinery, retaining walls got damaged at some points. PD NHA was of the view that any shortcoming found on the site is to be taken care of by FWO.

DECISION

PM FWO assured that deficient work will be rectified by the FWO.

FOLLOW UP

No rectification done till date. PM FWO informed that PM EGC has been instructed to carry out joint survey to eliminate the issue. EGC to submit report in a week's time.

- **ISSUE - 8**

PM AGES pointed out that NHA has provided inventory of Ramps/Village access roads but the drawings are neither complete nor came through NHA. Mr. Kaleem Nasir, Monitoring Specialist AGES of Section 2 said that lengths of Ramps are not indicated in the drawings. It was emphasized that revised drawings incorporating the quantities in the BOQ, are shared at the earliest. PD FWO instructed the EGC and FWO that length of each road ramps should be mentioned in the drawings.

DECISION

Revised drawings will be prepared and shared through NHA with AGES.

FOLLOW UP

Approved Drawings submitted. Length of individual ramps was discussed and it was agreed that FWO will share the same through NHA. Expressing his views about Ramps/Village access roads PD NHA informed the house that the changes in locations of these roads keep changing with time depending upon new development in the vicinity of road. He also instructed EGC to survey and provide exact lengths of all village ramp roads. PD NHA also mentions that maximum length of village ramp road is 30m or gradient of 4.5% in which case it could increase.

- **ISSUE - 9**

Qazi Amanuullah, M&E Specialist Section 4, gave his observation that at Km 110+055 in section 4, extension of Slab Culvert has been proposed but the abutment of existing culvert is damaged badly. He suggested to obtain the opinion of Consultants in this respect. PM FWO informed that initial discussion has been completed for new culvert and final decision will be conveyed officially through NHA.

DECISION

Instead of extension, new slab culvert will be constructed and approval of NHA along with revised drawings will be shared with AGES.

FOLLOW UP

It was informed by PM FWO that PM EGC was instructed to submit variations with justification to him by 22nd Feb. and still awaited. PM EGC said that requisite drawing has

been sent to NHA for approval. PD NHA was requested to share the same, duly approved, with AGES.

- **ISSUE - 10**

Monitoring Specialist Section 4 gave his observation that the design / drawing of rip rap for pipe culverts has flaws which need to be looked into. There is gap left between the structure and the rip rap provided. Which may result in slippage of earth fill from the embankment besides giving an ugly look to the structure. PD NHA and PM FWO agreed to take corrective measures.

DECISION

Revised drawings will be shared.

FOLLOW UP

PM FWO directed PM EGC for necessary action. Action still to be taken by EGC. PM EGC informed that design and drawing of rip rap for pipe culverts in section – 4 have been finalized and forwarded to Head office for further vetting. PD NHA asked for submission of said drawings as soon as possible for further action.

- **ISSUE - 11**

PM AGES observed that Rip rap quantities have been provided in the BOQ (Which is basis for PIL) for Box as well as for Pipe Culverts in section 2, but it is not reflected in the drawings. PM FWO was of the view that drawings override BOQ but PD NHA clarified that BOQ comes before drawing in order of precedence.

DECISION

Revised drawings will be prepared and shared with AGES through NHA.

FOLLOW UP

Instead of sharing revised drawings, FWO responded that Rip rap quantities reflected in BOQ will be utilized for retaining walls and balance quantity, if any left, will be provided for the culverts. NHA will give its opinion about it.

- **ISSUE - 12**

PM AGES again raised the issue of Retaining walls and Wing walls of structures constructed in section – 2 which are neither according to relevant BOQ item nor in conformity with drawings. PM FWO pointed out that structures constructed prior to mobilization of AGES team would be verified by NHA. PD NHA proposed that joint inspection of these components may be carried out to resolve the issue.

DECISION

Joint site survey will be carried out for resolution of issue.

FOLLOW UP

PD NHA formed the Committee as below:

1. PM EGC (Chairman)
2. Field Manager Section – 2 AGES (Member)
3. RE Section – 2 EGC (Member)

Committee will submit its report by 25th March, 2015

• ISSUE - 13

PM AGES enquired about the status of additional work in the light of meeting held with USAID on 19th January 2015 in the office of FWO. PD NHA informed that NHA has prioritized the scope of additional work as below:

- Kuchlak Bypass.
- Construction of Bridges in Section 4
- Garang Level Crossing (realigned)
- Weigh Bridges and Toll Plazas
- Dualisation of Road in Mangochar area

He indicated that above works can be carried out in the available amount. He further apprised that replacement of flexible pavement with rigid one is not included in the additional works. FWO has already been advised about it vide their letter dated 21st January 2015. PD NHA added that EGC is expected to submit detail design by end February 2015.

DECISION

FWO/EGC to complete the assignment by the target date.

FOLLOW UP

PD NHA informed that after completion of design of additional works, FWO will be giving presentation to Member Planning (NHA) in the last week of March 2015. PM AGES observed that inclusion of any such work not included in the PC! May be got regularized to avoid any obstruction at subsequent stage.

• ISSUE - 14

PM AGES showed his concern on slow pace of progress in Section 2 and enquired about the reasons for that. PM FWO explained that it was partially due to slack season but mainly due to financial difficulties being faced by sub-contractors. He said that IPC is still being scrutinized by NHA. PM NHA told that IPC is with Accounts Section of NHA and is being processed.

DECISION

PM NHA will follow up with head office to expedite IPC's submission to USAID.

FOLLOW UP

IPC received in the office of AGES and being processed

- **ISSUE - 15**

PM AGES shared the observation of AGES team that Bed level of Built up Drain from Km 79+980 (SEC – 2) are much lower than disposal point. During excavation work PTCL lines have been exposed which can be damaged. He pointed out all the utilities should be shifted outside the carriage way to avoid any complication. PM FWO took note to check the site position and take corrective measures. PD NHA said that Department concerned is in contact for shifting of PTCL lines and issue will be resolved shortly.

DECISION

EGC team will check the level at site and advise the contractor accordingly.

FOLLOW UP

Issue resolved.

- **ISSUE - 16**

M&E specialist Section 2 gave his observation that from Km 97+870 to Km 98+520 traffic is plying on diversion which is not maintained properly causing lot of problems to people due to dust. He indicated that with little effort this portion can be completed and opened to traffic. PM FWO informed that this matter is already on priority. PD NHA supported the point.

DECISION

Approaches in this portion will be completed on priority basis and diversion be kept in good condition to prevent dust.

FOLLOW UP

Issue resolved

- **ISSUE - 17**

Vertical and diagonal cracks in Brick masonry in section 4 at various locations have been noticed, remedial measures stopping of cracks in the Brick work. PM FWO informed that steps have already taken in this respect.

DECISION

EGC team will be taking measures at site for preventing such work.

FOLLOW UP

PM EGC will provide methodology for rectification of cracks as directed by PM FWO to him.

- **ISSUE - 18**

M&E specialist Section 4 pointed out that Excavated material have been dumped on downstream of Box culverts at Km 106+833, 107+312, 107+450 and 107+750 in Section – 4. PM FWO clarified the matter by explaining that part of that dumped material will be used in backfill and remaining part will be leveled.

DECISION

EGC Team will ensure clearance of waterway

FOLLOW UP

PM FWO informed that most of the culverts have been cleared and action is in hand for the remaining ones.

- **ISSUE - 19**

M&E Specialist Section 4 gave his observation that At Km 109+880 (Section – 4) on downstream of Box Culvert houses have been constructed which may hinder the disposal of water during rains. PD NHA assured to look into the matter.

DECISION

EGC team to advise in consultation with PD NHA

FOLLOW UP

PD NHA informed that culverts in question are not for disposal of rain water but for passing of utility lines and as such the issue stands resolved.

- **ISSUE - 20**

PM AGES shared the concerns of AGES Team that in Section 4 some of the culverts given in inventory are not traceable at site. PD NHA requested FWO to advise EGC Team to check at site and coordinate with AGES Team.

DECISION

Detail report will be prepared by EGC through NHA to AGES Team.

FOLLOW UP

PM FWO informed that PM EGC has been instructed to prepare a report .PM EGC was asked to expedite the action.

- **ISSUE - 21**

PM AGES shared his views and those of AGES team regarding presence of Supervisory staff of EGC and was specific about his observation about it which he did during his visit of Section 2 on PD NHA advised EGC Team to be careful and PM EGC assured of his team's presence.

DECISION

FWO to monitor the presence of supervisory staff of EGC.

FOLLOW UP

PM FWO informed that presence of Supervisory staff is being monitored and DPMS along with PM EGC have been directed to ensure the compliance. AGES team will give observation in their reports of site visit.

- **ISSUE - 22**

PM AGES pointed out that riding quality of ACWC laid on ACBC executed by previous Contractor appears to be wavy and almost 7 Kms are affected. PM FWO was of the view that ACBC was laid by the previous contractor and remained opened to traffic for quite some time and it is not possible to remove in the entire length. PD NHA held different view and said that FWO has to give carriageway with good riding quality

DECISION

Matter will be discussed at higher level and PD NHA will follow up on this issue.

FOLLOW UP

PM FWO informed that FWO is responsible to rectify critically damaged pavement structure of previously executed work within permissible variation limit of 6.774% of the relevant quantity as given in BOQ. PD NHA was of the view that being EPC contract. It is obligation of Contractor to rectify any such portion. The matter needs to take by FWO at the appropriate level in NHA to resolve the issue.

- **ISSUE - 23**

PM FWO suggested to use materials such as bricks or coarse aggregate from different sources be allowed. AGES team responded that there is no bar on any such source if it is approved by NHA and the material is in accordance with Specifications.

DECISION

NHA will approve any such source identified by FWO which fulfills the requirement of specifications.

FOLLOW UP

Pm FWO informed that PM EGC has been instructed to identify other sources for construction materials. PM EGC apprised that necessary action will be taken in this regard.

- **ISSUE - 24**

PM FWO said time limit for slack season is approaching and work may be allowed to start after that. PD NHA agreed subject to weather conditions.

DECISION

Activities will be resumed subject to weather conditions.

FOLLOW UP

Issue resolved

❖ ISSUES DURING THE MONTH

- **ISSUE - 1**

PM AGES share his concern for slow progress and progress achieved is about 30% compared to targeted 42%. PM FWO informed that due to slack season, it has been hampered and gap between target and achieved progress will likely be overcome when the work resumes.

DECISION

Pace of progress will be monitored.

- **ISSUE - 2**

M&E Specialist Section 2 raised the issue of transmission lines passing over Pringabad Bypass at three locations. The clearance is less than 5.1 meter and would be a traffic hazard. PD NHA said that the issue is already being taken care of. QESCO has been requested for necessary action and payment will be made to them in due course of time for necessary remedial measures by them.

DECISION

Action on part of NHA needs to be expedited

- **ISSUE - 3**

QAM AGES observed that for Km 110+350 in Section 4, where profile has been lowered, Safety measures are required for the traffic.

DECISION

PD NHA will advise FWO for safety measures

- **ISSUE - 4**

M&E Specialist Section 4 pointed out that there is need to adhere to dimensions and grades at different x sections section as per drawings.

DECISION

PM FWO directed PM EGC to stick to drawings.

- **ISSUE - 4**

It was informed by QAM AGES that comments of AGES about Causeways being constructed in Khojak Pass and about lean concrete executed in the Culverts in Section 4 are conveyed to NHA. Feedback is requested on the same.

DECISION

PD NHA will apprise about it in a week's time.

- **ISSUE - 5**

It was informed that heavy rain cuts have appeared in Khojak Pass at Km 95+630 and in Shela bagh Bypass at Km. PD NHA was requested to advise FWO for remedial measures.

DECISION

PM EGC to provide submit proposal to NHA for remedial measures.

- **ISSUE - 6**

Material Specialist informed that Calibration Certificate of both Plants is required. PM FWO assured its submission and instructed PM EGC for necessary action.

DECISION

PM FWO directed PM EGC to share the required certificates.

- **ISSUE - 7**

ECO AGES shared his observation that to control dust pollution on diversions and Khojak Pass, there is decrease in frequency of sprinkling of water compared to last month.

PM FWO assured that FWO is trying their best to resolve the issue.

DECISION

FWO will make efforts to control dust pollution

PM was grateful to the participants for their input which would prove beneficial to the Project and meeting ended with vote of thanks from the Chair.

Project Photographs

Khadkocha to Quetta (Section – 2)

DECEMBER 2014



At Km 110+373 box culvert completed without Protection work

MARCH 2015



Protection work in progress.



At Km 98+053 the box culvert completed, the binding of steel for RCC apron in progress



RCC wing walls and RCC apron completed
Backfilling of common material in layers Completed



At Km 98+131 the box culvert completed and RCC apron laid steel for RCC wing walls in progress



Work completed



At Km 98+032 to 98+220 the stone masonry wall in progress



Retaining wall completed except parapet walls



The Traffic is using divert ion



Asphaltic concrete base course laid and open for traffic



At Km 96+615, the box culvert and its protection work completed without RCC wing walls



RCC wing walls completed and backfill of common material in progress



At Km 90+966, the pouring of concrete for abutments of box culvert in progress



Top slab laid and backfilling of common material completed in layers



At Km 90+680, the top slab of box culvert laid



The shuttering for parapet wall in progress and backfilling of common material completed in layers



At Km 79+629 to 81+160, the excavation of built up drain in progress



Brick Masonry work for built up drain in progress

Jangle Piralizai to Chaman (Section – 4)

DECEMBER 2014



In progress ABC at Km 3+920

MARCH 2015



Completed ACWC at Km 3+920.



Dumped ABC on shoulder at Km 70+040



Compacted ABC shoulder at Km 70+040



Form work of Walls for battery cell culvert in Progress at Km 68+450



Walls of battery cell culvert completed & form work for top slab in progress at Km 68+450



Compaction of bed in progress for battery cell culvert at Km 68+950



Steel reinforcement of walls & bottom slab for battery cell culvert in progress at Km 68+950



Brick work in progress for built up drain at Km 72+780



Completed built up drain (without removeable cover) at Km 72+780



RCC Causeway in progress at Km 96+219



A view of partially completed RCC Causeway at Km 96+219



Lean concrete on half width for RCC causeway in progress at Km 97+625



Half width lean concrete for RCC Causeway completed at Km 97+625



Laid precast pipe culvert in trench at Km 107+792



Completed pipe culvert (without rip-rap) at Km 107+792



Dumped sub base on village ramp road at Km 3+950



Compacted sub base layer of village ramp road at Km 3+950

Field/Lab testing



Km 108+000 - 108+175 Sub Base 2nd Layer 10-2-15



Km 64+110 C-L ACWC Dated 16-3-15



Checking core thickness dated 17-3-15



60+357 Ink road emb FDT dated 19-2-15



Km 75+700 ACBC-ACWC L-S dated 24-03-15



Wt in Water ACBC dated 25-03-15